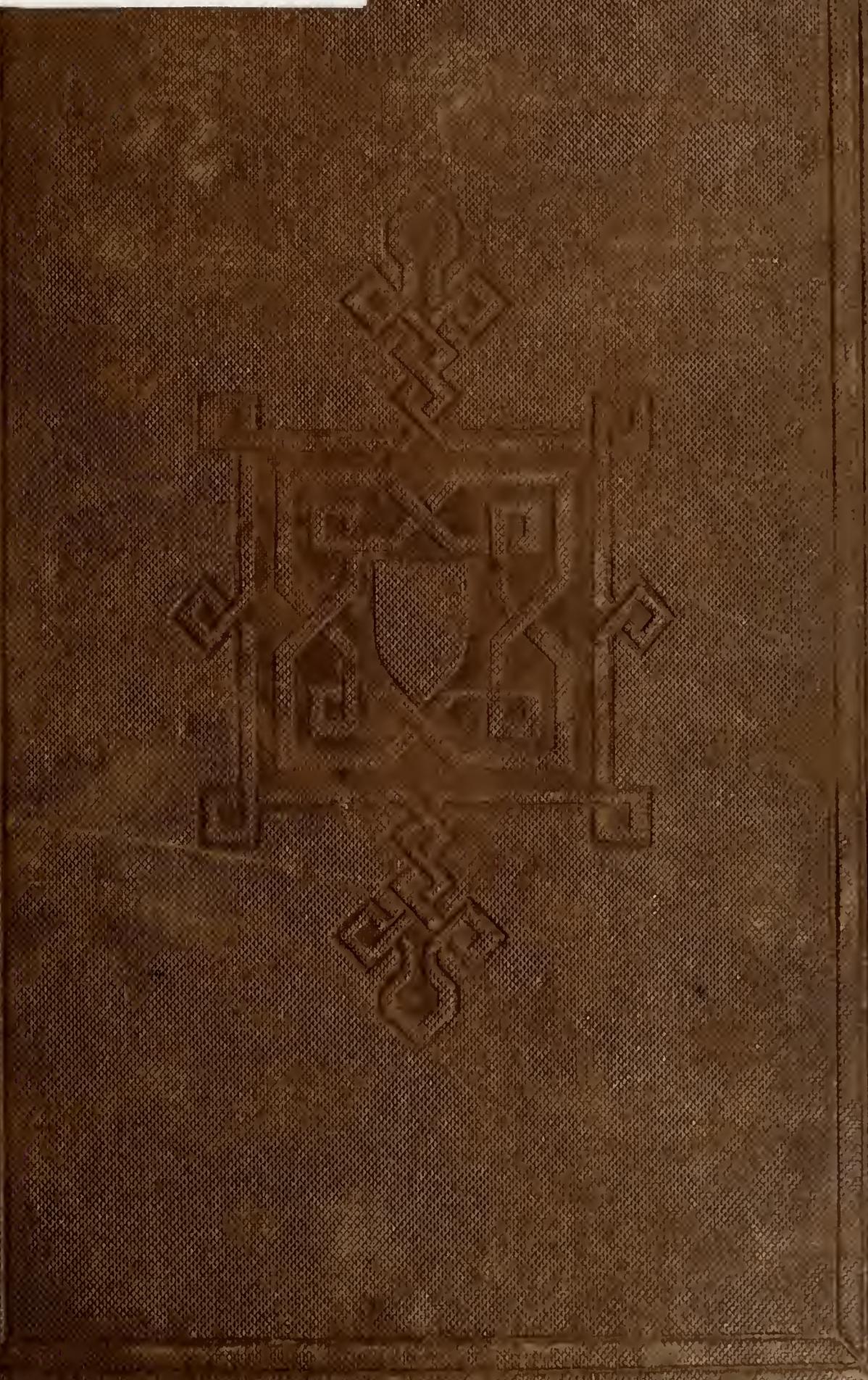
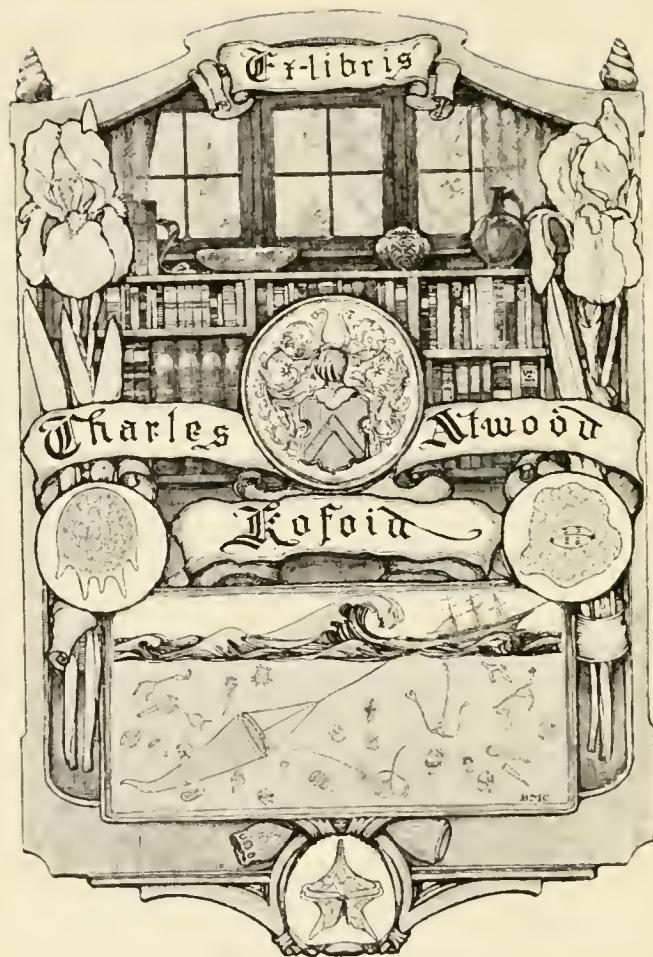


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Engraved
FOR
Captain James Barber,
OVERLAND GUIDE BOOK,
BY
James Wild,
Geographer to the QUEEN,
Charing Cross
(1845.)



THE OVERLAND GUIDE-BOOK;

A

COMPLETE VADE-MECUM

FOR

THE OVERLAND TRAVELLER,

BY

CAPTAIN JAMES BARBER, H.C.S.

“ GLOSTER.—Knowest thou the way ?

EDGAR.—Both stile and gate, horseway and footway,

Poor Tom shall lead thee,—Take my hand.”—SHAKSPERE.

LONDON :

W_M. H. ALLEN AND Co.,
7, LEADENHALL-STREET.

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TO THE
CIVIL AND MILITARY SERVICES

OF
BRITISH INDIA,

THIS WORK IS DEDICATED,

WITH GRATEFUL RESPECT,

AND
CORDIAL GOOD WISHES,

BY
THEIR OBEDIENT HUMBLE SERVANT,
THE AUTHOR.

INTRODUCTION.

THE purpose of this little volume, which I have now the honour to submit to the public, is to combine, in a compact and convenient form, all the information necessary to the prosecution of the journey overland to India and *vice versa*.

Scarcely a day passes that I am not asked, either personally or by letter, to guide some intending traveller in his arrangements for the trip, and even to advise him as to the preferable routes, the expense, the manner of the voyage, &c. Ignorance on all these points induces inapposite and irrelevant questions; and it is not unusual to find, at the end of correspondence or a prolonged interview, that the querist is as far from the possession of the knowledge he desired to acquire as he was when he first preferred his application. No clear and satisfactory information can possibly be obtained by a desultory conversation or fragmentary epistles; hence the value of a systematic and comprehensive arrangement of all the facts and suggestions pertaining to the subject.

There is another reason why I should put forth this Guide,—it completes, in a measure—as far, at

least, as the great overland scheme is in itself complete—my humble labours in the mighty cause of steam-communication between England and India. For the past eight years, I have earnestly and ardently advocated the accomplishment of this great object; and though treated as a vain and visionary enthusiast, when I have presumed to predict the establishment of a semi-monthly intercourse (which I did in 1836!) my endeavours never relaxed, nor did my hope in the least degree abate. I may be pardoned, therefore, some measure of exultation and self-approval, when looking back upon the state of the steam question some years ago, and tracing its rise and progress through a thousand difficulties and obstructions, I venture to associate my own zeal and exertions with the triumphant consummation apparent in the scheme now adopted and to be carried out by the “Peninsular and Oriental Company,” and the “East India Company,” not only with the Presidencies of India, but also with our Chinese possessions.

I laboured long and strenuously; for I could not persuade myself that British enterprise and public spirit would suffer so obvious a means of extending commerce and civilization, and of the approximation of our vast Indian empire to the seat of its supreme rule to be neglected. The great cause *has* triumphed, —some of my wildest dreams have become sober realities, and while I feel grateful for the past, I am hopeful for the future.

Those who take a prominent and active part in promoting great schemes of public utility, where doubt and timidity, and envy and selfish interests are to be combated, must expect to meet with rebuffs and misrepresentations. Of these evils I have had my share, but I have also, from time to time, been unexpectedly cheered on the way by receiving voluntary and public testimonials of unspeakable value, graciously transmitted through various channels. I may be excused for publishing the following letter from the present excellent and much esteemed Bishop of Calcutta, for it displays a truly Christian spirit,—it grapples comprehensively with the question, and corroborates the view taken by the late Lord William Bentinck, who expressed his opinion “that steam-communication with India would be cheaply bought at any price.”

“BISHOP’S PALACE, CALCUTTA,
“22nd of October, 1838.

“DEAR SIR,

“I should never forgive myself if I conveyed to you the accompanying resolution without, at the same time, assuring you of the sincere gratitude I feel in the bottom of my heart to a gentleman who has laboured so assiduously, diligently and successfully in one of the greatest causes that ever interested humanity.

“I can truly say, that the consequences, immediate and remote, of steam-communication between India and Europe defy calculation. Such a wonderful adaptation of science is full of ‘the seed of things,’ as was said of Lord

Bacon's philosophical writings and principles two centuries since.

“The invention of printing, and the discovery of the mariners' compass, did not more immediately bear upon the happiness of mankind. The human family is now indeed approximating, and, by inter-communication of knowledge, the times may be expected to draw on, when the illumination of the more prostrate nations will be borrowed from the most remote and exalted.

“Allow me, sir, to conclude with saying that, not only as a Chairman, but as a man and a Christian, I have sincere pleasure in transmitting to you the enclosed resolution, and am,

“Your most obedient,

“D. CALCUTTA.”

“To CAPTAIN JAMES BARBER,

“&c., &c., &c.”

The journey to and from India, by way of Egypt, is even now one of comparative ease and pleasure ; but my constant endeavours shall be directed in aid of further improvement, and, as it is my intention to publish periodically a revised edition of “The Overland Guide Book,” I shall feel grateful to those persons who, from time to time, will communicate with me on the subject, in order that the best and fullest information gained by experience may be made available to the traveller who prefers this route.

JAMES BARBER.

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Ascent of the Pyramids	32
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PLANS OF STEAMERS:—

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Braganza, }
Iberia,
Hindostan, }
Bentinck, }
Precursor.

THE OVERLAND GUIDE-BOOK.

THE communication with India by means of steam-vessels, *via* the Mediterranean and the Red sea, having, at length, resolved itself into a settled system, the time has arrived for placing before the public such facts, details and suggestions, connected with what is popularly called "*The Overland Route*," as shall facilitate the performance of the voyage, from the hour when the resolution to proceed to India or to Europe is taken, down to that which sees the traveller safely deposited at his destination.

The sea route round the Cape of Good Hope must, for a considerable time, have its partisans, in spite of the tedium, extra risk and absence of all objects of interest, which necessarily distinguish such a voyage. False notions of economy, groundless apprehensions, peculiar ideas of comfort and ancient prejudices, cannot be immediately dissipated, especially when so many encouragements to their continuance exist in the beautiful trading-vessels, which offer accommodation to the public, commanded by gentlemen, whose courtesy and *sçavoir vivre* are only equalled by their nautical experience.

Still in this—the comparative infancy of the steam route—nine-tenths of those whom fortune may carry to India, will prefer the most expeditious manner of proceeding thither; and it therefore becomes, in the highest degree,

important that they should be supplied with the fullest information in furtherance of their purpose.

Under this impression, the following pages have been compiled ; and as we purpose to confine ourselves to useful and practical detail, the reader is left to seek, in the numberless volumes that have been published, a more elaborate account of those objects on his route which he may desire to mark with special attention.

The following division of our subject appears the most convenient for the object of this publication :—

INSTRUCTIONS AND HINTS TO PASSENGERS TO CEYLON,
MADRAS AND CALCUTTA.

To BOMBAY.

ROUTE THROUGH FRANCE.

COMPARATIVE EXPENSE OF SEA AND OVERLAND ROUTE.
FROM INDIA, *viâ* SYRA, MALTA, MARSEILLES, OR
DIRECT TO SOUTHAMPTON.

MISCELLANEOUS.

THE PASSAGE TO CEYLON, MADRAS AND
CALCUTTA.

THE "Peninsular and Oriental Company" having contracted with Her Majesty's government to carry a mail monthly to the above places, also secure to passengers accommodation along the whole route, at a specific charge, and, by the same opportunity, drop at Malta or Alexandria those persons who do not contemplate proceeding any farther.

The steamers remain at Gibraltar six, and at Malta, twenty-four hours.

The charge for a passage to either of the three ports in India varies according to the accommodation occupied, the nature of which and the various prices may be ascertained, on reference to appendix A, which contains plans of steamers employed on this line.

Parties having a preference for one vessel over another, will gather the desired information either from the daily advertisement of the "Peninsular and Oriental Company," or by application at their office, No. 51, St. Mary Axe.

As berths in all these steamers vary in comfort as well as price, persons who have determined to proceed to India or the intermediate ports, at a particular date, will secure a greater variety of choice by early application. On these points every information is most readily and courteously given at the office of the "Peninsular and Oriental Company." But if the party going be, from his absence from town or inexperience in business, under the necessity of employing an intermediate agent to secure a passage for him, he would do well to select one thoroughly acquainted not only with the vessels themselves, but with all that appertains to them.

As a general rule, we may remark that these steamers are liberally provided with all that passengers can possibly desire. A good table is kept, and the cabins are comfortably and conveniently fitted, and sheets, pillow-cases and towels are supplied. It may, however, be as well to give some precise

information as to the possible requirements of a passenger ; for a simple statement of what the steamers *do* provide scarcely involves a specification of the articles *not* to be found on board. Let it be stated, then, that there is no sort of occasion for bed or table-linen, a sofa, wash-hand-stand, looking-glass, boot-hooks, jugs, tumblers, blacking and brushes, books, or those "overland bedsteads" which we see continually advertised ; but it will be prudent to be provided with a carpet-rug, a pillow, and a counterpane or *resai* (wadded coverlet); for it is very probable that, on getting into a warm latitude, the traveller will prefer sleeping on deck, and the steamer's bedding is not allowed to be carried from its place for such purposes.

The steamers leave Southampton on the 20th of each month. Passengers should be at that place the night previous to embarkation, taking the precaution to bespeak beds. All luggage is required to be on board the day before sailing. The vessels are moored alongside the quay in the dock, and luggage can be put on board from 10 A.M. till 4 P.M. daily, Sundays excepted.*

The trunks in which clothes for the voyage may be packed, should be regulated by the calling or capacity of the traveller. If he be a military or medical man, and therefore, liable to much marching about in India, bullock-trunks, specially made at the outfitters, are preferable, as

* Parties who do not take the precaution to forward their luggage through an Agent and have it put on board in due time, should proceed by the 11 o'clock train from Vauxhall to Southampton on the 19th, and from the terminus there, take it at once to the steamer in the dock, for which service the hire of a truck is one shilling. Extra luggage must be put on board *three days* previous to the vessel's sailing.

they are permanently useful. If a lady, civilian, planter, merchant or clergyman, a double chest of drawers or tin boxes will best answer the purpose. Passengers are strongly recommended to adopt trunks or portmanteaus of the following dimensions, *viz.* : length, 2 feet 3 inches, breadth 1 foot 2 inches, depth 1 foot 2 inches, and to have *their names and the port of debarkation distinctly painted on each package*. No package or baggage should exceed 80 lbs. in weight, otherwise it may be delayed in Egypt. The portmanteaus should be of leather, or material not liable to injury or breakage in handling.*

The following are the leading points of the "Peninsular and Oriental Company's" regulations :—

Passengers not proceeding after taking berths will forfeit half the passage-money.

On either side of the Isthmus, three hundred weight of personal baggage is allowed to each first-class passenger; but 16s. per cwt. is charged by the "Egyptian Transit Company" for conveyance through Egypt on all baggage exceeding two cwt.

In the steamers, children, servants and second-class passengers are allowed one cwt. and a half each, 16s. per cwt. being charged by the "Egyptian Transit Company" on all beyond one cwt.

A passenger engaging a whole cabin for the entire voyage, is entitled to take in the steamer four and a half cwt. of luggage, but is subject to the charge in Egypt as above stated.

Excess of three cwt. of baggage in the steamer pays freight at the rate of £1 per cwt. in the Alexandria steamers, and £2 per cwt. in the India vessels.

Any luggage beyond that allowed *free* must be put on board and paid for three days previous to the vessel's departure. Carpet-bags and hat-boxes only will be received on the day of sailing.—The

* Ladies will find Messrs. Thresher and Glenny's air-tight cases very useful, even in India.

Company give notice that all luggage (save as aforesaid) that shall be shipped on the day of departure, will be considered as extra, and charged for accordingly.

Passengers taking articles of merchandise in their baggage, will incur the risk of seizure by the customs' authorities in Egypt.

No boxes or trunks are allowed in the saloon or cabins on the Mediterranean side of Egypt, but in these steamers convenient chests of drawers are fitted in each cabin.

The company do not hold themselves responsible for detention, damage, or loss of baggage.

As the allowance of baggage is on a liberal scale, and the freight of parcels moderate, it is hoped that passengers will not convey parcels or packages belonging to other persons to the prejudice of the Company's interests. A contrary course will involve risk, delay and difficulty at the Egyptian custom-house.

Passengers will be expected to comply strictly with the regulations established on board the Company's steamers, for the general comfort.

In the first instance, a passenger booking from England to Alexandria only, but who *afterwards* proceeds from Suez to India in this Company's steamers, will be required to pay such an additional amount only as will make up the sum, supposing he had taken his passage right through from his embarkation in England.

Lights to be put out at half-past ten o'clock, after which, no wines, spirits, &c. will be supplied, except in cases of illness, when application is to be made to the purser through the surgeon.

No wines, spirits, or beer, are to be supplied elsewhere than in the saloons, except in case of illness.

It is to be understood, that a passenger occupying a cabin, of two or more berths, on the departure of the vessel, is not (unless he shall have paid an additional sum for its exclusive occupation) to object to the vacant berth being filled up at the intermediate ports, if required.

If there be any negligence, inattention, or impropriety, on the part of any of the servants, or any other ground for dissatisfaction, passengers are particularly requested to give notice immediately to the commander, who has full authority to act under such circumstances, and the Company would also wish to receive intimation of the same by letter, addressed to the secretary.

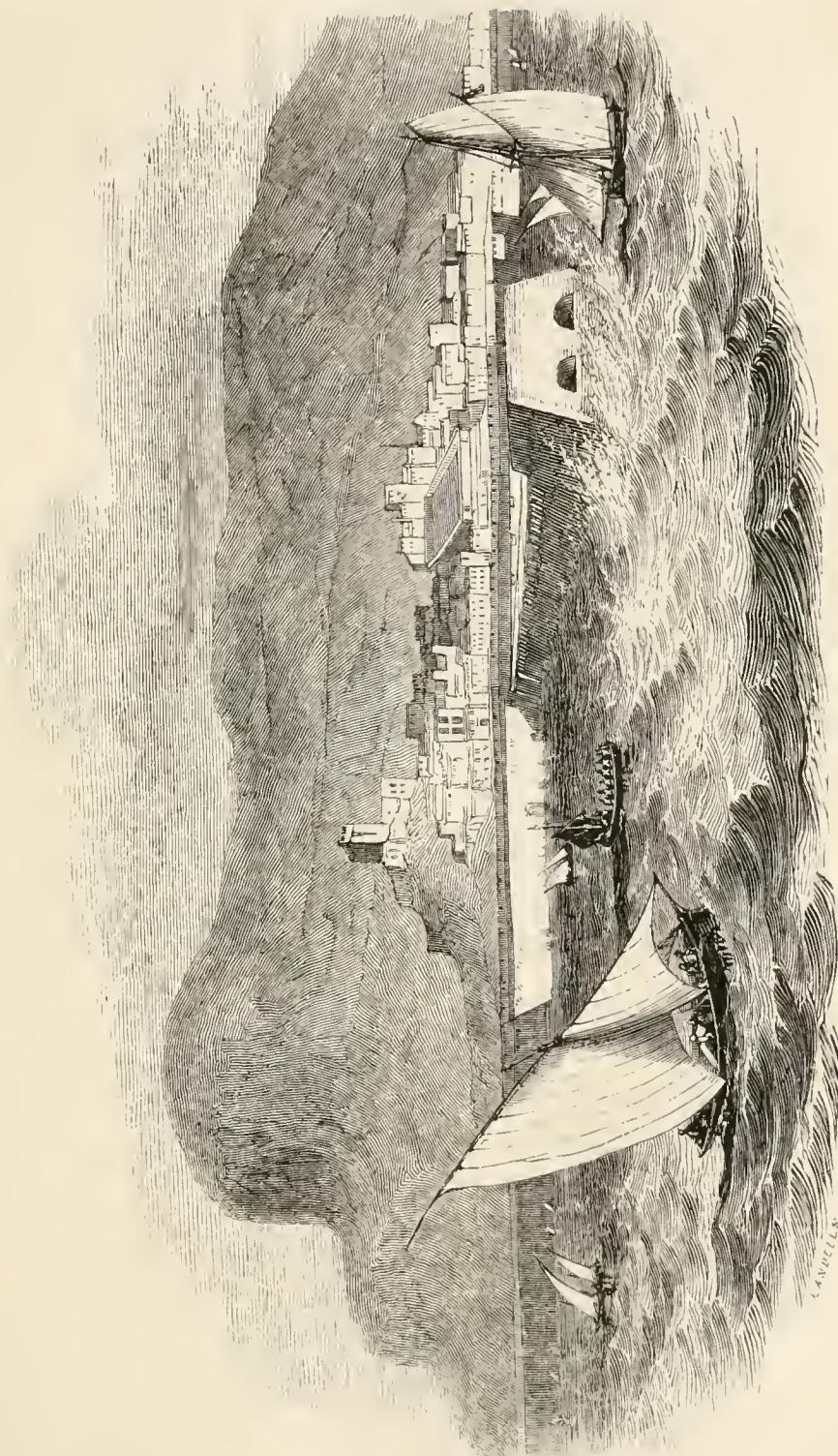
Although there is positively no restriction as to the quantity of a passenger's luggage, the excess of that allowed being paid for, still it is obvious that when a hundred persons are travelling with the speed of a mail through Egypt, every extra package becomes an incumbrance, if not a positive nuisance, for it renders the timely arrival of those *absolutely required* very doubtful. It is, therefore, advisable that passengers should confine themselves strictly to the quantity of luggage necessary for the trip, sending so much as they may wish to have in India by the long sea route, a month or two previous to their departure. The adoption of this course will spare them much annoyance and expense on the journey.

One trunk or section of the drawers should contain three weeks' linen, and be arranged for use between Southampton and Alexandria. On the day previous to the steamer's arrival at the latter place, the trunk should be repacked with foul linen; and, at the same time, such articles as are required during the journey through Egypt should be placed in the carpet-bag. On embarkation at Suez, the other trunk will come into use.

We have now fairly started with our passengers from Southampton. The steamer boils and bubbles on her course, and in five days runs to Gibraltar, sighting the Spanish and Portuguese coasts. The passengers soon conquer the annoyance of sea-sickness; new acquaintanceships are rapidly formed; employments and pastimes arranged, and, by the time "the rock" is reached, the real pleasures of the trip begin to be fairly appreciated.

GIBRALTAR.—From the title so often given to this pleasant little port and garrison—"the Rock of Gibraltar,"—the traveller expects to find a barren, inoccupable mass, as inhospitable to its friendly visitors as it was unapproachable to our foes; instead of this, the eye, after entering the bay, is greeted with the sight of a luxuriant vegetation, distributed into gardens, groves and plantations. After the visit of the *pratique* officer, boats approach the newly-arrived vessel, to take on shore any passenger who may be disposed to land for a few hours. The club-house and Griffith's Hotel offer temporary accommodations, and to one or the other the traveller may betake himself. He soon, however, is tempted by the brilliancy of the sky and the warmth of the temperature, to wander abroad, and inspect the new scene that presents itself. The Commercial Square, formerly the Grand Parade, offers the first object of attraction. The sales by auction carried on here all day, draw together a motley population, whose costumes and physiognomy alone are a study for the stranger. Greeks, Turks, Jews, Arabs, &c., mingle together in picturesque confusion. The streets of Gibraltar are narrow, the houses low, irregular, and ill-fashioned; yet are there a few public buildings worthy of a passing notice. The exchange, erected during the government of Sir George Don, the Catholic church of St. Mary, the court house, the Moorish castle, within which are some remarkable excavations, the residence of the governor (which was formerly a convent), the Protestant church, the garrison and library, are the principal edifices.

Gibraltar being but five miles long, the whole place may be seen, on horseback or in carriages, easily obtainable, in



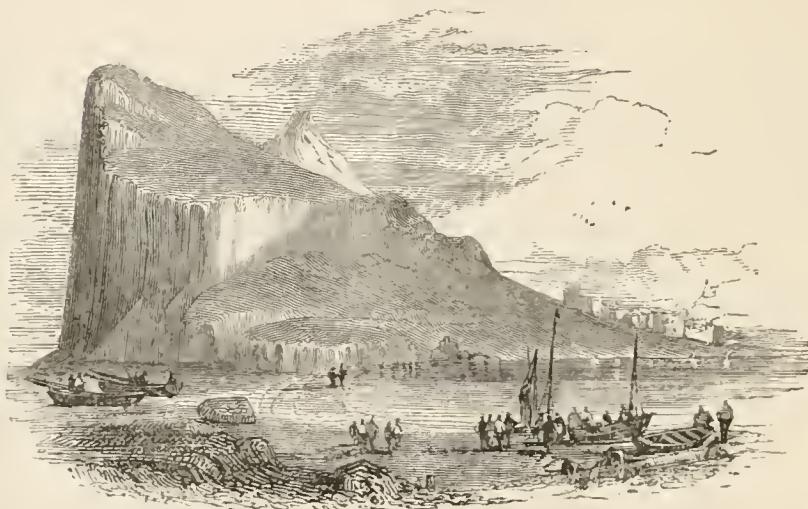
GIBRALTAR.

a very brief space. Proceeding southward, the visitor stops for a moment at South Port, where, over the gate, he sees the arms of the Emperor Charles V. richly emblazoned, supported by those of Philip II. Not far from this are the Alameda, public walks and grounds tastefully laid out. In the centre of the gardens is a statue harpooning a fish, which was formerly the figure-head of a Spanish vessel taken at Trafalgar, and near this, a column bearing a bronze bust of the Duke of Wellington.

Leaving the walks, the next object of interest is San Michael's Cave, a great natural curiosity. The whole rock (Calpe) is hollowed out and perforated by caves. The fantastic forms assumed by the stalactites give these recesses the appearance of work done by ingenious human hands. Martin's Cave, not far from San Michael's, corresponds in character with, but is smaller in dimensions than the latter. The wild monkies that inhabit the place afford much entertainment by their freaks. Extending the ride to Windmill Hill, we reach the Governor's cottage, built by General Fox as a summer residence. It is pleasantly situated close to the sea. From this the ride may be extended to Europa Point, Rosia, in the vicinity of which is the Naval Hospital, capable of holding 400 patients. From Rosia along the whole range of the western side to Sand Port is a continuation of works, batteries and bastions.

As the period of the steamer's detention (six hours) will scarcely enable the visitor to see more than the above, we do not think it necessary to extend our description. A prolonged stay will require a fuller sketch of "the rock of Gibraltar" than falls within our allotted space, and for this

we would refer the visitor to the "HAND Book," published by Cowie, Jollard & Co. We will merely add, as a guide to those who are inclined to make purchases on shore, that accounts are kept in dollars, reals, &c., but English weights and measures are in use.



THE ROCK, FROM THE NEUTRAL GROUND.

After quitting Gibraltar, no land is sighted until we reach the famed island of Malta, where the outward-bound coming free from the imputations of plague, which cover the homeward passenger, are at liberty at once to go on shore and see the lions of the place.

MALTA.—The conquest of Malta in the year 1800, after a blockade of two years, and its great importance as an *entreport*, will render it an object of much interest with Englishmen. Its fortifications, almost impregnable, have been greatly improved since the island came into our possession, and notwithstanding the check which vexatious quarantines give to trade generally, its commerce has so much advanced by the resort of vessels from all parts of the world, that it has become a prosperous, a populous and cheerful place. If the period chosen by the traveller for his voyage should admit of his reaching Malta between November and April, he will be enabled to regale on oranges, for which fruit the island is much celebrated. Other fruits, such as strawberries, figs, pomegranites, grapes, apples, pears, peaches, nectarines, apricots, plums, melons and prickly pears, are likewise to be had then. The climate of Malta is agreeable enough to tempt the visitor to prolong his stay, and, indeed, in the instance of pulmonary and other complaints, the atmosphere has often been found most serviceable. Its salubrity may be judged of from the fact of the range of the thermometer being remarkably equable; seldom falling below 50° in the month of January, or rising above 88° during the summer months.

The most remarkable edifices in Malta are the churches and the Albergas; which latter are now converted into public offices or other establishments of a useful nature. Their exterior denotes the end of their construction and

the various sections of Knights of St. John, under whose auspices and for whose purposes they were raised.

There was an Alberga (a palace or inn) for each language of the Order, where all the members, whether knights, serving brothers, professed or novices, equally met. The Commanders seldom went there; indeed those who were possessed of a commandery worth two thousand Maltese dollars could not be admitted; neither could the servants-at-arms, if they had a commandery worth one thousand crowns. The chief of each inn was called the *Pillier*, and he received either a sum of money, or the equivalent in grain from the public treasury, for the provision of the members of his inn. The rest of the expenses were paid by himself, for which he was indemnified by the first vacant dignity in his language.

In these edifices the knights of each nation not only met for convivial purposes, but assembled together for consultation, and the transaction of business. Such as preferred residing in their respective inns to having private houses of their own were permitted to do so; the same privilege was enjoyed by the brother chaplains, and the brother pages, in the service of the Order.

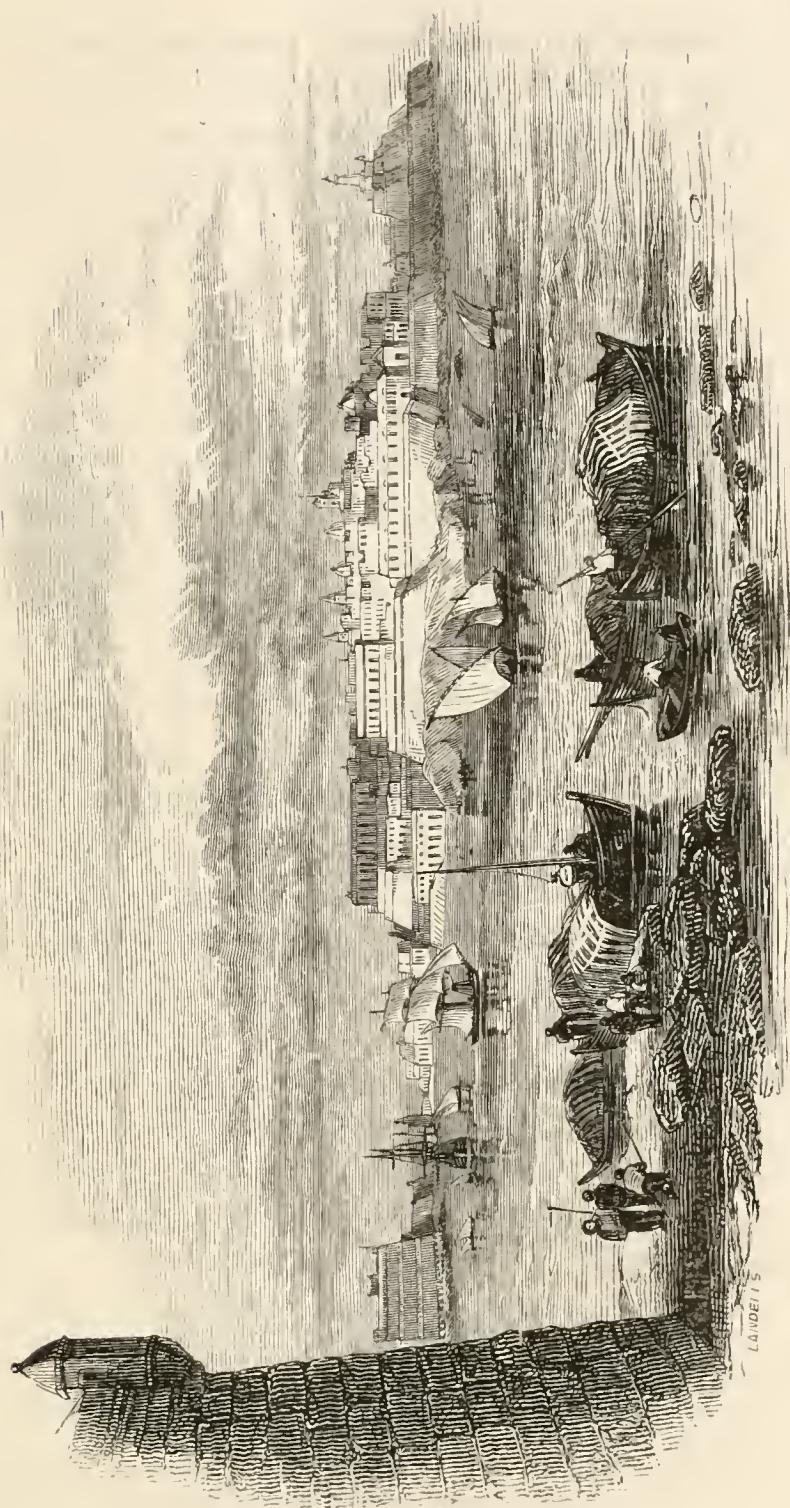
These Albergas are now appropriated, as we have said, to Government Offices; one is occupied by the Malta Union Club, two others as Courts of Law, a fourth as the Civil Arsenal and Government Printing Office. The Auberge (or Alberga) de Castile is occupied by the officers of the English garrison; the Commissary-General tenants the Auberge de France—and so on.

The church of St. John holds the first rank among the numerous churches and convents of Malta. The interior is of an oblong form; the uppermost part, which forms the choir, is ornamented with an admirable piece of sculpture in white marble, on a raised base, representing the baptism of Christ by St. John, in two figures as large as life. The semicircular roof which covers the nave is adorned with paintings illustrative of the life of the above-mentioned apostle. The pavement is composed of sepulchral slabs worked in mosaic with various coloured marble; many of them contain jasper, agate, and other precious stones, the cost of which must have been very great. These cover chiefly the graves of the knights, and other servants of the Order. The grand altar which stands at the uppermost part of the nave is very sumptuous, and deserves notice on account of the various coloured marble and other valuable stones of which it is constructed. The chapels of the different languages of the Order, which run parallel with the nave, form the two aisles, and are very splendidly decorated. The roofs are constructed in the shape of a dome in the interior, and are very profusely carved with different ornaments in alto-relievo, as also are the walls. The whole was gilded during the reigns of Rafael and Nicolas Cotoner, as appears from an inscription over the entrance on the west side of the building. The arches of these chapels correspond on both sides, and leave their interior quite exposed to view as you pass down the nave. The second arch covers the chapel of the Portuguese Knights. Over the altar is a drawing of St. James; and on the side-walls are two other paintings representing some traditional scenes in the life of that apostle.

Besides the church already mentioned, there are three others in the city which belong to the Government: viz. the Church of the Jesuits in Strada Mereanti, Di Liesse on the Marina, and St. Rocco in Strada St. Ursola. The church of Di Liesse belonged to the Knights of France. The walls of this building are adorned with gifts devoted to the Virgin, the fulfilment of vows made in time of affliction, in order to obtain her commiseration. The boatmen hold this church in peculiar veneration.

The two parish churches of the city are those of St. Domenico and St. Paolo; the former is connected with a monastery of Dominican friars; the latter is a collegiate church, situated in the street of the same name. The other monkish orders are those of the Augustinians, Carmelites, Franciscans, and the *Minori Osservanti*, or Reformed Franciscans; all of which have churches connected with their respective convents. Besides these, there are two large nunneries, one of Ursoline and the other of Sta. Catarina nuns; but the rage for this species of seclusion has very much subsided in Valetta. The former establishment is nearly empty, and the latter is receiving but very few additions. Two other churches in the city, one dedicated to Sta. Lucia and the other called Delle Anime (of the Souls in Purgatory), belong to the public. The Greek Catholics have also a small chapel, dedicated to Sta. Maria, in Strada Vescovo.

Next to the churches are the Military Hospital, the Monte di Pietá, the Government University, the public and garrison libraries (the building containing these being one of the finest specimens of architecture in the whole



MALTA.

town), the Castellaria, the theatre and the Banco dei Guirati. There are several antiquities in the public library, together with periodicals and newspapers. The Indian files received at this library will enable the outward-bound passenger to obtain later information of the state of affairs abroad, than he might have had when leaving England.

The Traveller who sojourns a few hours only in Malta, after walking in the streets of Valetta, or looking through the imposing defences which surround it on every side, over the apparently arid or sun-burnt undulations of the island, frequently abandons all further interest in the spot —singular by nature and art—and reposes quietly on the information of some writer possessing little more actual knowledge of the island, but who may have furnished his readers with some highly coloured descriptions of its early history, or dilated on the chivalrous bearing of its late masters, the Knights of St. John of Jerusalem. Without wading through these literary labours to discover “a grain of millet in a bushel of chaff,” we merely desire to introduce to the sojourner an agreeable mode of spending a few leisure hours in visiting other portions of the island. By reference to a map, he will find little difficulty in wending his way to any part of it; he may pass from one extremity to the other without a chance of molestation or interruption, other than the occasional application for alms; for Malta has professional and other beggars in abundance, the result of an overwhelming population in proportion to the size and resources of the island, and the thoughtlessness of marriages, contracted frequently without a prospect of supporting a family.

Passing out at Porte Reale—the gateway at the top of the principal street of Valetta—and crossing the draw-bridge, the stupendous defences of the city become apparent,—deep ditches,—every approach enfiladed, or covered by bastions surmounted with bristling cannon. From this portion of the works the road opens on the front of the public garden;* a narrow promenade of considerable extent, confined between stone walls, on the esplanade between Valetta and the extensive suburb of Floriana, around which are thrown the outer defences of the city, extended like the former, from the great harbour on the east to the quarantine harbour on the west. Holding on the main road, to the left of the garden gate, we pass through Floriana, the gate of St. Anna (the inner gate of this line of defence), and by Porte des Bombes, reach the glacis of the works, and here commences the country of the island of Malta.

Three main roads conduct to the different villages or casals, some twenty-three in number, besides the hamlets of Pieta, Sliema, San Giuliana, and Casal Paola. The road to the right (leading to the western end of the island), keeping the foot of the glacis, opens on the Pieta, one of the most imposing spots in Malta, with a pretty extensive row of houses, generally good, extending for about a mile on the bank of the quarantine harbour. At about a mile

* During the governorship of Sir Alex. Ball, public gardens for the accommodation or pleasure of the inhabitants of the various “casals” were formed, but fell into disuse, and remain a trifling memorial of a desire to inculcate good and friendly feelings in all classes, and has been responded to by these places being totally neglected for public use.

farther on, is the populous and large casal of Bircharcara, containing some five or six thousand inhabitants. From the immediate extremity of the Pieta (without proceeding on to Bircharcara), a road to the right, over a small stream, leads to Sliema and San Giuliana, the resort of those who pursue sea-bathing and seek a summer residence in the country, and containing many good houses. Passing through the last mentioned hamlet, a road (inclining to the left) leads down to Casal Bircharcara, and a carriage may go over the whole ground safely. From the eastern or extreme end from the church of Bircharcara, there are two roads, that to the west, of some two miles extent, to Nasciar, and hence to the right to Casal Gargur, but a casal of no particular interest and road indifferent: after passing by the front of the church, or rather round the greater portion of it, a road to the left conducts to San Paul's bay, where St. Paul is said to have been shipwrecked. The view from the high ground, after passing Nasciar, and overlooking a line of defence against the approach of an enemy, on this otherwise apparently natural barrier, is perhaps one of the best and most striking in the island, embracing the western extremity even to the island of Gozo, with St. Paul's bay and its tower quietly reposing in the valley. The distance to St. Paul's bay from Valetta is about eight miles, and the road good even for carriages.* About four miles farther on from St. Paul's

* A calesse, the common carriage of Malta, a sort of brodignag imitation of a Duteh toy, can travel anywhere, but those who wish to see the country must adopt some other conveyance: Fortunately, under the government of Lieut.-General Sir F. Bouverie, such attention was paid the roads in the island,—a source of advantage to the population, in every point of view, and the public in general,—that where

bay, and presenting more hill and dale than may be found in the general features of the island, you arrive at Melleha, where the devotees, of both sexes, resort. There is nothing particularly interesting in this spot, encircled by deep ravines and sterile rock; but with some gardens in its vicinity, stands a small church (pretty liberally stored with votive offerings), with a court-yard, surrounded by small cells or chambers, to which the devout repair, and occupy, as choice, occasion or their vow may dictate. Beyond this point, some four miles leads to Mafra, the usual ferry to Gozo, but the only carriage that could undertake this portion of the road must be a calesse—deep sand from the bay of Melleha, and a road intersected by rock being the means of approach. Returning back to Nasciar, and coming in front of the church, a street leads on to the right to the casal of Musta, having nothing remarkable in it but a colossal church (encircling the old village church), which has been some years in the course of building, and in respect to the progress had in its construction, may never be finished.* Passing through this casal (but avoiding the turning to the right over a well-constructed bridge, crossing one of the numerous ravines in the island, for that would only lead to an uninteresting part of the island, that in olden times was de-

some twenty years ago or less, only two or three carriages on four wheels, the property of private individuals, could be found, they are now in pretty general use, and may be had on hire.

* Casal Musta was singularly enough selected, by the commissioners of enquiry sent out to Malta in 1837, in reporting on the liberty of the press, and the adoption of a newspaper;—that it contained upwards of 5,000 inhabitants of whom not more than 50 could read!

signated on the maps, “desert,” and is now almost without population), along a narrow road or lane, of trifling extent, across a rivulet, and on a road leading directly to the western point of the Binzamma, the most elevated and conspicuous portion of the island, the road is again covered by a line of defence; beyond this, it winds round the Binzamma, and taking the turn to the left, one of the natural curiosities of the island, as it is pointed out, will be found in a nest of caves called “Ancient Tombs,” now inhabited by some poor families employed in agriculture in the vicinity.* An indifferent road from this point leads to

* This sketch is intended simply as a guide to the superficial observer, on a few hours' detention in the island, and in no way with a view to geological disquisition. However, without any speculative theories, regarding the origin and present state of Malta—whether it arose by some convulsive throw from the ocean which surrounds it, or that the Mediterranean sea, from remote causes, has lost its former elevation, being now found considerably below the level of the Red sea, it may be mentioned, without dread of refutation, that these caverns like numerous others in the island, shew the water line at the period of their formation, as those under the black rock, and the southern face especially. A recent writer on the statistics, &c., of the Island of Malta and its dependencies, who visited Valetta, and knew little of Malta, informs his readers, that Malta is furrowed with (what he designates) valleys from S.W. to N.E.,—following out the assertions of another and former resident in Malta,—that the course of the various ravines was from west to east, as if to render subservient to geological theories, the mode or order in which Malta must have been formed, yet the slightest observation (which neither had exercised) proves these ravines to embrace, each of the cardinal and perhaps not less the subsidiary points of the compass.—In like manner, this writer on the statistics states very boldly that the Island of Gozo has villages but *no town*; Rubatto has its cathedral, numerous churches, religious establishments, with its imposing citadel for defence, occupying considerable extent of ground, and with a population exceeding 7,000 souls, and

Citta Vecchia, but as it possesses no interest, and can be traversed only by the equestrian, we turn back to Casal Musta; immediately, therefore, in front of the new church is the street or road leading, on the left, to Casal Sia (San Antonio, with its gardens, of which we will speak hereafter), through this casal and Casal Bazan, between which the line of demarkation is scarcely apparent to the stranger, we come back to Birchareara (at the point where the road turned off to Nasciar, and either by ascending to the main road, between Valetta and Citta Vecchia, diverging to the right or passing through Birchareara and the Pieta, we return to Valetta. On the other hand, leaving Musta, as before directed, and inclining to the right, a road leads to Citta Vecchia, the great point of attraction to the generality of travellers who visit Malta, but of that hereafter.

The centre and principal road in Malta, proceeding as before from Porte des Bombes, between Valetta and Citta Vecchia, is a spacious and well kept road (like all others in the island), without turnpike trusts or imposts on the traveller. To the archway of the aqueduct, a distance of two miles, it may be considered the great suburb of a rich city. Here are various houses of noble aspect on the road, —near the archway of the aqueduct, one called “the Lions,”—from two effigies in stone of that sovereign of the forest, placed over the entrance; this the late Governor Sir F. Bouverie selected as his country-house, in preference to the more imposing and regal residence of St. Antonio.

to which the late Governor Sir F. Bouverie added an aqueduct for a more certain supply of water. Mr. Martin never visited Gozo, and this, like other portions of his work, is merely gathered from report.

From the archway of the aqueduct (under which passes the main road to Citta Vecchia) the view now on either side, excepting only some casals in the distance, presents barren and uninteresting fields, so surrounded and intersected by stone walls, that it appears difficult to determine to what end these enclosures were erected, except before the opening of spring, when the lucerne with its dark green leaves and beautiful red flower over-topping the walls, convinces the passenger of the fertility of the soil. At about the fourth or fifth mile from Valetta, a road to the right leads to Santa Louisa and the gardens, unlike any other place in Malta. In the stile and taste of the day, in which it was formed by the Grand Master, here are well-paved walks, terraces and flights of steps, with ponds or reservoirs, and water-works, on a small scale—art subduing nature, but apparently appropriately designed for its position. This has ever been accessible to strangers either by a ticket of admission from the Military Secretary or Aide-de-camp, and under some governorships, even without that precaution. Leaving San Antonia and regaining the main road, you pass through Casal Attard,—a small casal with some good houses in it, but of gloomy appearance as compared with other casals.

From hence all is barren to the eye, until in the immediate neighbourhood of Citta Vecchia, where the fields appear more natural and to greater advantage. As you ascend the hill you will find more guides from the idlers of the place, probably than guests, who insist on giving their assistance where it is little required. Within the citadel is the cathedral, a very handsome church; without, is the suburb, properly *Rabbato*; you are shown the cave where St. Paul is said to have resided, a poor compliment

to the hospitality of the inhabitants, for a more wretched place can scarcely be conceived. The church over this cave is like most of the churches of the island. Here also you are shewn the catacombs as these caverns are called ; you descend by a flight of rude steps, but were they well explored, an outlet on the level would, doubtless, be found, to determine their origin like others of a similar character. Tradition offers many tales concerning them, but it may be left to conjecture, whether they were the habitation of saints, or the retreat of the peaceful inhabitants of the island, from the predatory visits of their Arab neighbours.

To the right of Citta Vecchia, an indifferent road of three or four miles leads to some gardens. Imtaklip is of no other particular interest than an occasional resort of parties from Valetta for a *pic nic*. To the left, however, a good road, after passing a large convent, and still inclining to the left, is the Castle or Palace Verdali, of imposing appearance, but tenantless and going to decay; below, in the valley, is the Boschetta, covered with pretty extensive groves of orange trees, the only truly agreeable retreat in the island, and almost daily resorted to by pleasure parties. There is a very small, but uninteresting casal to the right of the road to the Boschetta.

The return to Valetta, in the most direct way, may be made by the same road ; otherwise, after ascending the hill from the Boschetta, as far on the road as the Palace Verdale, a road branches off to the right, leading through the Casal Seggui ; hence to Zettug, one of the largest and most populous in the island, and descending the hill by a good road on the way to Casal Curmi, you have an extensive view of the surrounding country, embracing

Valetta, the harbour, &c. in the distance. Casal Curni, a large casal situated in the valley, has nothing particular to recommend it to the notice of the traveller; passing to the left through it, you ascend the hill to the arch of the aqueduct, and by the main road enter Valetta.

Starting as before from Porte des Bombes, at a short distance on the main road, a road branches off to the left, and winds round the head of the great harbour; hold the road to the right; after passing the fishermen's huts, the road leads through the Marsa—a tract, to the superficial observer, the most cultivated in Malta; *ascend the hill* and Casal Luca, and about a mile after passing through the casal, at a small chapel, two roads branch off, the one to the right to Casal Michabiba; hence to Casal Crende, in the immediate neighbourhood of which is to be seen Macluba, the land-slip, or in whatever other way it may be designated, and ascending the hill from the chapel close by, and bearing away to the right, you arrive at some mile and a half distance, at the rude remains of a Phœnician temple, recently explored. Returning back to Crendi, and at about the middle of the casal, a road to the right leads to Casal Zurrico, standing out rather conspicuously from its site and size, (the road to the left from the small chapel on the road from Casal Luca mentioned before, is the direct road from Valetta to Casal Chercof, a small village and Casal Zurrico,) passing out of Casal Zurrico, close by the eastern side of the church, the road to the left in front of the church leads to Casal Luca mentioned before, you arrive at Casal Gudia; at the end nearest Valetta, is a substantial mansion with well-walled grounds, a fanciful tower, &c.; during the blockade, when the French were in possession of Valetta, this was the

head-quarters of General Graham, afterwards Lord Lyndoch, commanding the British Forces. A windmill at the corner of the mansion marks two roads; that to the right leading through Casal Ascheach to Casal Zeitun: the latter one of the best casals in the island. The procession of St. Gregorico on Easter Wednesday, at which the greater portion of the population of the island attends, terminates at this casal: one other casal in this direction, Casal Zalbar, a short distance from the Cottonnera lines which encircle or cover the three cities, is somewhat out of the line of march, and had better be visited in connection with the Government works on the opposite side of the great harbour including the three cities, and the Cottonnera lines, from which this casal is a trifling distance. We, therefore, turn down the street immediately facing the grand entrance to the Church of Zeitun, containing numerous excellent houses, and following a good road of brief extent, arrive at Casal Tarscien, from thence onwards to the hamlet of Casal Bala, denominated by the English, the "Deserted Village;" turning to the left, at the end nearest Valetta, and passing by the *front* of the new prison, a good road leads down and communicates with the road first taken, on the way to Casal Luca; here the traveller may either enter Valetta by Porte des Bombes, or holding on the great harbour, passing along the Marina, and so enter Valetta, by the ordinary road on landing at Malta.

The traveller may refer to the GUIDE Book at Malta for other places considered of importance, but as they are remote like the Cave of Ben Isan, &c., their route is omitted here. There has been no attempt to describe places, or, indeed, distances accurately, but with the exception of the

first route to Matra, the most remote casals are not more than six or seven miles at the utmost from Valetta, and a reference to the map at Malta will shew the position and bearing of others less remote.

As a hint to travellers, especially those on horseback, who may consider this brief sketch a sufficient guide for an excursion, we may mention that they will find in every casal some idlers, who will insist on knowing where they are going, better than themselves, and will mislead accordingly, by directing strangers to the only two points within the sphere of their knowledge or comprehension—Valetta or Citta Vecchia.



A MALTESE PEASANT.

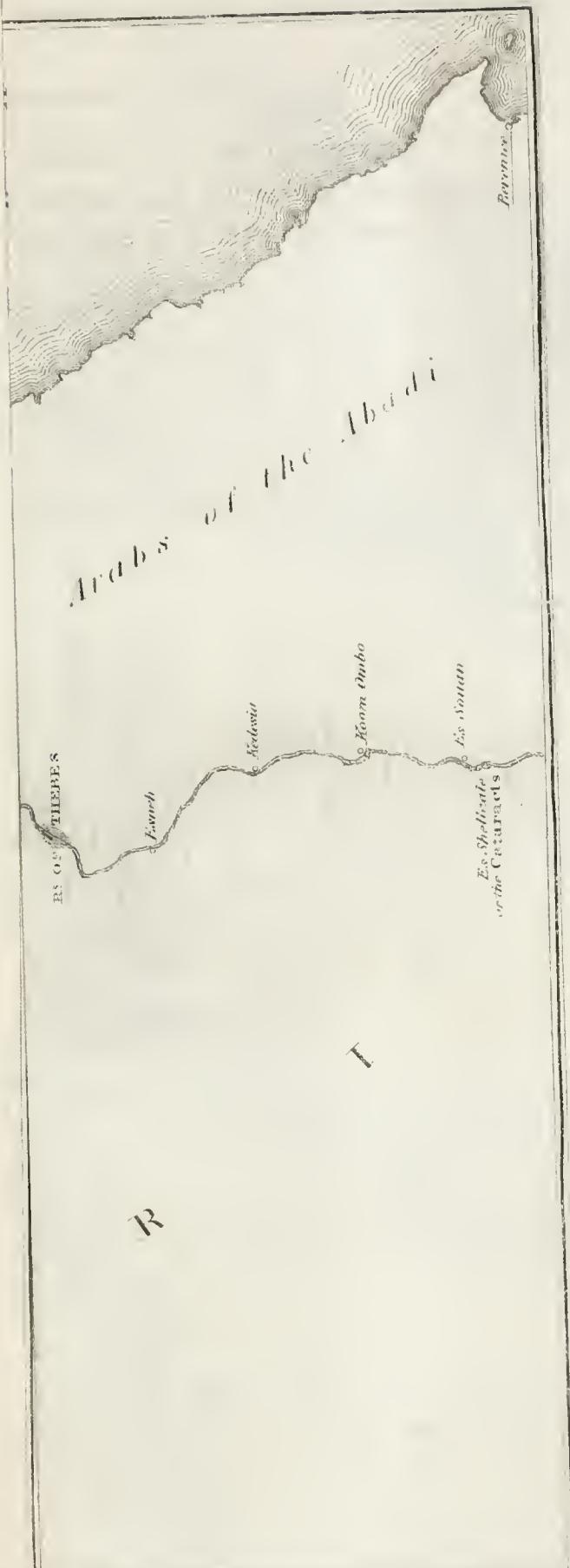
Between Malta and Alexandria there is no point of interest worthy of any notice; in fact, land is seldom sighted during the four days' trip.

ALEXANDRIA.—We now arrive at this port.



ALEXANDRIA.

For the guidance of the traveller in Egypt we cannot give better directions than are supplied in the annexed letter from Mr. Davidson, the representative of the "Peninsular and Oriental Company," a gentleman, whose courtesy, kindness and attention to all travellers passing through that country are universally admitted. Mr. Davidson repairs on board immediately the vessel arrives at



Alexandria, and superintends the whole journey thence to Suez. He writes thus :—

“The carpet-bag, containing the traveller’s necessaries for three days in Egypt, he should keep charge of, and take to the hotel on arrival in the omnibus, or, if he ride, make the donkey-boy carry it with him, and the same on leaving the hotel for the boat. The other luggage he must leave, after seeing it on the steamer’s deck, to be landed and transported in the luggage-lighter alongside, in charge of the transit-clerk, to whom he should hand a list of the same. These he will, perhaps, hear or see nothing of until he reaches Cairo, where they are exposed, before dispatch to Suez, for recognition, in the British Hotel yard. It is understood that the passenger sees to his carpet-bag, on changing boats at Atfeh and on arrival at Cairo, where it is given up and sent on camels, with the other luggage, after he has taken out the necessary articles* for use in crossing the desert, which are expected not to exceed five pounds weight to each passenger in the carriage.

“Landing at Alexandria, the passenger will find three good hotels, situated in the grand square, about two miles from Mahoram Bey’s, that part of the Mahmoudie canal where the passengers embark on board commodious boats, to be towed up to Atfeh (a distance of forty-eight miles), by powerful steam-tugs. The names of the hotels are “*Hotel de l’Europe*,” “*d’Orient*” and “*de Suisse*.” The rates of charges at all are piastres forty, or 8s. per diem, for board

* We recommend ladies to provide themselves with a basket having a cross handle and two flaps, as the most convenient to hold their desert requirements.

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* We recommend ladies to provide themselves with a basket having a cross handle and two flaps, as the most convenient to hold their desert requirements.

and lodging, exclusive of wines, beer and spirits. Those who prefer living *à la Française*, will give a preference to the Hotel de l'Orient. At the other hotels the style of entertainment is more English.

“The extra charge at 16s. the 112 lbs. for over-weight luggage (two cwt.) being allowed to first and one cwt. to second-class passengers—is collected at the transit-office at Cairo on exchanging tickets, and takes place there in order to check the passengers proceeding beyond or remaining at this station.

“At Suez the luggage is embarked in the boat which takes the passenger off; and here he should see it again.”

As the transition from heat to cold in crossing the desert is great, the range of the temperature varying from 94° in the shade at noonday to 72° at night, in the summer months, it is indispensable that travellers should be provided with warm clothing, and too great precaution cannot be taken to avoid exposure to the night air.

Taking this matter into consideration, we subjoin a thermometrical register recently kept in Egypt, which may be of service alike to the passing traveller and those who purpose sojourning for a while in that country.

As the passage through Egypt *en route* to India differs but little whether the traveller be bound to Calcutta or Bombay, we add to this division of our subject, a short account of the only portion of the journey which can truly be called “overland.”

ALEXANDRIA.

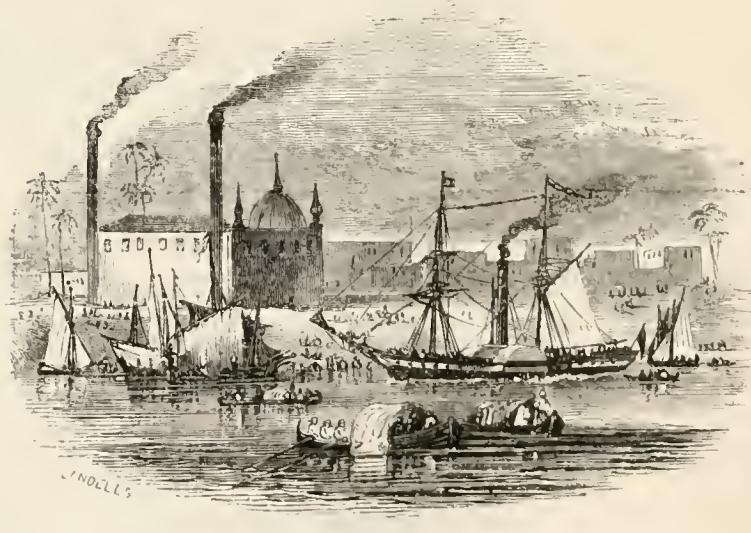
Months.	MEANS.		EXTREMES.	
	Mean daily variation.	Mean maximum.	Extreme daily variation.	Extreme maximum.
January	59.5	8.0	63.5	55.5
February	59.5	6.0	62.5	57.4
March	64.7	10.5	70.0	59.5
April	69.0	12.0	75.0	63.0
May	74.7	16.5	83.0	66.5
June	77.0	9.0	81.5	72.5
July	82.5	4.5	82.5	78.0
August	81.2	7.5	85.0	77.5
September	79.7	6.5	83.0	76.5
October	76.7	7.5	80.5	73.0
November	68.7	12.5	75.0	62.5
December	69.7	17.5	69.5	52.0
Annual Means and Extremes .	71.1	9.8	75.9	66.0
			8.8	57.6
				61.0
				60.6
				5.2
				5.2
				4.3
				12.5
				5.7
				13.2
				2.3
				5.1
				14.2
				8.5
				7.1
				8.5
				7.7
				6.2
				5.9
				5.6
				5.3

The seasons of the year to which the foregoing Table refers, it may be well to explain, were peculiarly moderate, the Thermometrical range varying less than in ordinary seasons.

The average heat at Cairo will exceed that at Alexandria by about 10 degrees all the year round. This is accounted for by the prevailing sea-breeze at Alexandria. The atmosphere at the latter is peculiarly humid; at the former peculiarly dry and elastic. Rains prevail in December and January; they are very rare at Cairo.

STAY AT ALEXANDRIA.—A delay of about three to four hours occurs at Alexandria in examining the luggage at the custom-house, and loading the boats with it. During this time the traveller may, if so disposed, pay a visit to Cleopatra's Needle, Pompey's Pillar, and the Pasha's palace and arsenal, all of which may easily be reached on donkies or in carriages in less than two hours, and at a very trifling cost.

The boats being ready, the whole party again assemble, and embarking at the Mahmoudie canal, reach Atfeh in about ten hours, where the passengers are transhipped to the Nile steamers, and perform the trip to Cairo, 120 miles, in 16 or 20 hours, according to the depth of water in the Nile. The boat stops at Boulac, two miles



distant from Cairo, to which place some walk, whilst others ride; carriages, horses and donkies being prepared, and in waiting. There are several hotels in Cairo, the

“British,” “Oriental,” and “English,” the character and accommodation of each of which will be most accurately learnt on reference to Mr. Davidson, to whom we have previously alluded.

There are also various stores to supply the wants of visitors, and we hear that Messrs. Levick and Co.’s honest dealing and liberal treatment may be depended upon.

The luggage is conveyed to Suez on dromedaries, and as these animals travel slowly, those who do not desire to proceed to Suez by the first division of carriages across the desert, will have sufficient time to visit the lions of Cairo, which consist of the citadel, the palace, the mint, the petrified forest, the Rhoda garden (chiefly botanical), the Pyramids of Gizeh, and the Pasha’s palace and gardens at Shubra; or they may indulge in a bath, a luxury thus described in an article in the *Asiatic Journal* by Mr. Stocqueler, whose **HAND-BOOK OF INDIA** every body should possess *and read*.

“A bath at Cairo, after a voyage, is an *agrément* which few will deny themselves. It is neither as elaborate nor as effective an affair as a Persian bath, but, like Mercutio’s wound, ‘it will *do*.’ The soft coir, or fibrous matter, which is used instead of flannel or the hair-glove, is not by any means as efficacious as the latter in removing the sodden matter, or *papier maché*, which covers the human cuticle. Then there is neither shampooing, nor joint-cracking, nor mustachio-dyeing; nevertheless, it is pleasant to *get into hot water* after a month’s exclusion from the indulgence, even though some of the accessories to the hummaum be wanting.”

Of the manner in which the ascent of the Pyramids is made, the following sketch furnishes an accurate description:—



THE ASCENT OF THE PYRAMIDS.

A recent writer, describing this laborious operation, speaks of it thus:—"It is advisable, if bent on mounting to the summit, to disencumber yourself of all but your shirt and a pair of loose trousers, for the journey upwards must be taken rapidly, and cannot easily be accomplished with warm and tight clothing. A couple of Arabs leap on to the stones immediately above you, and offer you each a hand, while a third follows to give you an impetus from behind, and catch you in case of a slip. Up you go, panting and toiling, step after step (each three feet in height) and stopping occasionally to take breath, and receive the

cheering congratulations of your rude guides—*good, good, Inglese, berry good!* and then, with an impatient grin and extended hand, ‘*Baksheesh!*’”

We now come to the Overland part of the journey; viz., from

CAIRO TO SUEZ.

THE distance (ordinarily accomplished in about twenty hours, including stoppages) from Cairo to Suez is eighty-four miles, and along the route through the desert there are seven station-houses. These station-houses are numbered from 1 to 7, and contain the following accommodation:—

No. 1. Nine miles from Cairo—stabling and a resting-room.

No. 2. Twenty miles from Cairo, contains two public rooms (one for ladies, and the other for gentlemen), two private rooms, and a servants’ room.

No. 3. Thirty miles from Cairo, stabling for relays of horses, with one resting-room.

No. 4. Forty-one miles from Cairo, the centre station, contains a large saloon, a ladies’ room, servants’ room, kitchen, a number of commodious bed-chambers, large water-tank, stabling, &c. Here, also, will be found, libe-

rally provided, those "creature comforts," which so essentially cheer and sustain the traveller on his way. Ladies, however, would do well to take in their basket, on leaving the steamer, a bottle of good water.

No. 5. Thirty miles from Suez, stabling and a resting-room.

No. 6. Twenty miles from Suez, two public rooms, private rooms, and servants' rooms. The same as No. 2.

No. 7. Nine miles from Suez, stabling and resting-room.

The whole distance is traversed without inconvenience, in carriages, on horseback, on chairs, or on donkies, the latter a very superior animal to those in this country. The Egyptian



DESERT CARRIAGE.

ass is easy in his pace, capable of great fatigue, and is said will perform the whole distance with but little provender.

At Suez there are two hotels, but the accommodation is very inferior. As, however, passengers usually embark for India immediately after their arrival, this is not of very great importance. Nevertheless, the establishment of a commodious hotel and a transit dépôt, is considered of sufficient moment to be included in the contemplated improvements.

Travellers now embark on board the Peninsular and Oriental Company's steamer, and as soon as the luggage has been shipped, and every other arrangement made, the anchor is weighed, and the steamer starts for Aden. Beyond certain historical associations, the Red Sea presents little that can interest the traveller in his brief and expeditious trip. The shores are dreary and barren, and are only agreeable to the eye of the landsman, because they present a somewhat less monotonous scene than the expanse of "blue above and blue below," which distinguishes the ocean in parts remote from land.

Arrived at Aden, the steamer takes in a supply of coal, and then starts for Ceylon, which island she reaches in ten days, and where she remains but for a few hours. Four more days under steam carry us to Madras, where, after another supply of fuel, we proceed to Calcutta, occupying four days in the trip, and there terminates our interesting journey. We have given a brief description of the three first named places in the section appropriated to the details of the homeward trip, and therefore consider it unnecessary to offer any remarks here.

TO BOMBAY.

THE responsibility of this journey is divided, being firstly in the hands of the Peninsular and Oriental Company; secondly, of the Egyptian Oriental Transit Company; and lastly, of the East India Company. Forethought and precaution are therefore recommended in making the arrangements necessary to secure the passage to Bombay throughout, with as little inconvenience and as much comfort as can be experienced under the circumstances above stated. Passengers intending to adopt this advice, and having determined on the date of their departure, will do well to make immediate application to James Barber and Co., whose circular is to be found at the end of this volume.

The Peninsular and Oriental Company's steamers, "Tagus," 900 tons and 300 horse power, and "Braganza," 1000 tons and 300 horse power, leave Southampton on the 3rd of every month, and reach Malta, in ordinary course, on the 13th.

Here the passengers for Egypt are transhipped into the "Iberia" of 560 tons and 180 horse power, which also receives the mail, *via* Marseilles, and proceeds at once to Alexandria.* On their arrival at Alexandria, the same

* Fare from Southampton to Malta £34 10; Malta to Alexandria £12. We are happy to announce that the "Peninsular and Oriental Company" have contracted to build a new boat for this service, of 300 horse-power, and which the builders guarantee shall be one of the fastest sea-going steamers afloat.

means of travelling are provided for passengers, as described in a previous part of this work ; but the passenger, in this case, having only hitherto paid for his sea-journey to Alexandria, has now to make his arrangement with the Egyptian Transit Company, in order that he may reach Suez in time to embark in the East India Company's steamer at that port, which conveys the mail to Bombay.

The Transit Company have established the following rates :—

Between Alexandria and Suez	£15
Children under ten years of age	10
Female servants	10
Male servants	8

Two cwt. of baggage is allowed at the £15 rate, and one cwt. for all below it, and 16s. per cwt. is charged for any excess on that weight.

Provisions are liberally supplied on the journey; but hotel expenses at Alexandria, Cairo and Suez, as well as wines, beer and spirits, are not included in the sum charged by the Transit Company. The following may be considered a fair estimate of the cost of the trip :—

Transit	£15 0s.
One cwt. of extra luggage	16
One day's board at Alexandria	8
Wine and beer	7
Carried forward	£16 11s.

Brought forward	£16 11s.
Ditto on journey to Cairo	7
One day at Cairo	8
Wine and beer.	7
Ditto in the desert	7
Half a day at Suez	5
One bottle of beer	2
Boat-hire on landing, and, probably, donkey-hire for sight-seeing	10
<hr/>	
	£18 17s.
<hr/>	

This amount will vary, of course, according to the mode of living and views of the passenger, but 15*s.* per day may be taken as a fair average for living, and 5*s.* additional, well managed, will pay the expense of seeing the sights of interest in or about Cairo, if a prolonged stay be contemplated or practicable.

Arrived at Suez, the passenger will receive great civility and attention from Mr. Levick, at the British Consulate, who is also agent to the East India Company, and through whom the berth or cabin in the steamer for Bombay has to be secured, according to the regulations in the following pages.

East India Company's rules for the engagement of passages and accommodation of passengers in the Government steam-packets between Bombay and Suez.

Application for passage is to be made at the office of the master-attendant in Bombay, and at other ports to the Commander.

Passengers are to be divided into two classes, viz:—

First class, who sit at the commander's table and are entitled to all the privileges of the quarter deck.

Second-class, who are not entitled to walk aft of the paddle-boxes, who berth forward, and either arrange for their own provision, or mess with the warrant-officers or engineers.

Every passenger of the first class shall pay the following sum, as table-money, for the voyage from Bombay to Suez, or from Suez to Bombay, viz:—

A lady or gentleman	Rs. 200
A child ten years of age, and above five years	100
A child five years and above one	80
A child one year and under	50
A child under one year and with the mother	Free

It is to be understood, that for the above sums the passengers are to be provided with a plain, substantial table; but no person is entitled to more than one pint of wine and one bottle of beer per diem. Cabin passengers have the first choice of seats at the table, and after them the saloon passengers in preference to those on the deck, whose priority will be arranged according to their standing on the passage-list. The seats will be arranged by the commander, and, once taken, they cannot be changed without his permission during the voyage.

In addition to the table-money, the following sums will be charged for the accommodation engaged by first-class passengers, viz:—

A treble cabin	Rs. 1000
A double cabin	800
A single cabin	500
A saloon berth	350
A deck passage	300

Every second-class passenger shall pay Rs. 150.

For each European servant 50 Rs. must be paid as subsistence-money, and 50 Rs. as passage-money; for native servants the charge will be one-half the rate for a European: but none are to be considered and taken as servants unless they actually accompany their masters or mistresses.

A passenger who has engaged a cabin may make what arrangement he likes for its occupation; he may either keep it entirely to himself, or admit to share it with any one that he pleases, provided only that the name of the person so admitted (if an adult) have been previously on one of the lists, and subject to the following restrictions, viz.:—

A treble cabin cannot be appropriated to the accommodation of more than—

Four ladies.

Three gentlemen.

Six children.

One lady and four children.

Two ladies and three children.

Three ladies and two children.

One gentleman and three children.

Two gentlemen and two children.

A lady and her husband with two children.

A double cabin cannot be appropriated to more than—

Three ladies.

Two gentlemen.

Four children.

A lady and three children.

Two ladies and two children.

A gentleman with two children.

A lady and her husband with one child.

A single cabin cannot be appropriated to more than—

Two ladies.

One gentlemen.

Three children

One lady and two children.

Passengers in a steamer that may from accident or other cause be obliged to return to port, will be entitled to the refund of the amount that has been paid, deducting therefrom a sum for the table allowance of the commander according to the number of days that the vessel may have been at sea, calculating the average time occupied in a voyage to or from Suez to be eighteen days and Aden ten days.

For the convenience of passengers from the Red Sea to India, the commanders of the Honourable Company's packets are authorised to receive payment of passage-money at Suez, or any port between Suez and Bombay, in sovereigns, Spanish dollars or German crowns, at the following rates of exchange, viz.:—

Sovereigns at Rs. 10 each.

Each cabin-passenger may, if he pleases, put all his baggage into his cabin. The saloon and deck passengers will be allowed to keep one box or bag above. The rest of the baggage is to be in the baggage-room, and passengers will be allowed access to it twice a week, on a day and hour fixed by the commander, who will appoint a person to have charge of the baggage.

Any applicant may be refused a passage without any cause being assigned, either by the authorities at Bombay or by the commander of the vessel when away from Bombay; but a report of the rejection is to be communicated to Government.

All persons who take passage, either themselves or through their agents, will be considered as thereby binding themselves to comply with these rules, which will be shown by the master-attendant or by the commander of the vessel to parties who engage a passage.

ROUTE VIA FRANCE, GERMANY OR ITALY.

AN impression is abroad that parties leaving England for India may travel through France, Germany or Italy, embarking for Alexandria at either Marseilles, Trieste or Naples, at as reasonable cost, and with as little trouble as if they had taken their passage in the Peninsular and Oriental Company's steamers from Southampton. That such routes have their advantages, in the information and experience which travelling on the continent imparts to the intelligent, no one can deny; but that they are, in other respects, less troublesome or more economical than the sea trip cannot by experience be maintained. In truth, no person can even compute with accuracy the actual expense of a land-journey, for though the charges for posting by diligence, eil-wagon or vetturino, may be easily ascertained, it is impossible to estimate probable hotel charges, the extortions of *gendarmerie*, custom-house officers, passport employés, &c., or to foretel what detentions may take place *en route*, detentions which, if for only one hour beyond the time for the departure of the steamer, involve a prolonged stay of another month. We, therefore, feel justified in discarding all minute particulars respecting the routes we have indicated, simply mentioning that parties who do not seek the accommodation of the Peninsular and Oriental Company's boats until they reach Malta or Alexandria, will have to pay (rateably) a higher sum for their passage to Ceylon, Madras or Calcutta, than would be charged them were they to embark, in the first instance, at Southampton. We may add, however, that should any parties, in the face of these difficulties and objections, still prefer proceeding by the continental

route, they will do well to limit their luggage to the least possible supply, and always refer, before deciding on the trip, to parties in London, who can give them the latest and fullest information on the subject.

COMPARATIVE ESTIMATE OF EXPENSE.

WE must not omit to advert to the total expence of an overland journey, for it is an important question to all who *must* go to India. We think it will be found, on a fair calculation, that this is, by no means, so much in excess of the cost round the Cape of Good Hope as people are led to imagine. It is urged sometimes, and the fact is beyond dispute, that a comfortable cabin may now be had, in any first-class ship, for £110 and a half cabin for £85 ; but we shall presently show, by a comparative estimate, how the case fairly stands.

Independently of the cost, there are other important points worthy of consideration, which are frequently forgotten by those who suffer themselves to be engrossed by the mere pecuniary view of the question. For example, there is an amazing difference in the *time* consumed in the two routes. Proceeding overland, there will be two months gained which may be either passed at home, or, if the attractions of England have ceased, can be employed in anticipating the stipulated period of a return to, or arrival in India. In the latter case—for we presume the traveller to be in the East India Company's service—the Indian pay

will be received two months sooner, and what is of greater moment, by far, two months' time is gained in "actual service," a consideration which, at some future day, may be of the last importance to the civil or military officer.

If to these advantages we add the difference in the cost of the equipment for a six weeks' and a four months' trip; the knowledge acquired by witnessing variety of scenery and diversity of manners; the effect on the health and spirits of perpetual change; the slight risk of delays from accidental want of water and provisions, damage in gales of wind, and other casualties which often drive sailing vessels into intermediate ports and prolong their voyage, there can, we should think, be no difference of opinion as to the superior claims of the overland route.

As the nature of the currency with which the traveller should supply himself is a question of great importance, we consider it within our province to remark that sovereigns are, by far, the best coin that can be carried for purposes of general supply. Letters of credit may be obtained, however, to be used in the event of accident rendering additional funds necessary; but it is prudent to endeavour to avoid a resort to them, for the exchange and commission on advances made upon such letters of credit, subject the drawer to considerable loss, an observation that applies particularly to Egypt. At Ceylon the sovereign is at a premium, frequently fetching 21 shillings.

We now proceed to exhibit the comparative cost of the general modes of reaching India:—

A gentleman and his wife by ship (1.)*	£250
Cabin fittings	20
Servant	20
Additional outfit	60
	—
	£350
	—

Steam to Bombay	£289
„ Madras	380
„ Calcutta	400
	—

Gentleman sailing by ship (poop accommoda- tion) (2.)†	£180
Servant	20
Cabin fittings	15
Additional outfit	30
	—
	£245
	—

Steam to Bombay	£184
„ Madras	240
„ Calcutta	250
	—
	—

* (1.) To Bombay, ship may be £230

† (2.) To Bombay, ship may be 150

Gentleman by ship (lower deck accommoda-	
tion (3.)*	£110
Cabin fittings	12
Ship servant's attendance	3
Additional outfit	30
	—
	£155
	—
Steam to Bombay	£136
,, Madras	146
,, Calcutta	160
	—
Cadet by ship, half a cabin	£85
Cabin fittings	10
Ship servants	3
Additional outfit	30
	—
	£128
	—
Steam to Bombay	£126
,, Madras	136
,, Calcutta	146

We may conclude these remarks by stating that the "Peninsular and Oriental Company" have contracted with Her Majesty's government to establish a monthly communication between Ceylon and Hong Kong, touching at Penang and Singapore *en route*, and that they have con-

* (3) To Bombay ship may be £100

tracted to build steamers of 1200 tons and 430 horse-power, for that particular service. The “East India Company” are also building four steamers of 1200 tons and 500 horse-power, for the mail service between Suez and Bombay. The whole of these will be completed with the greatest possible dispatch, so that at no distant period, as regards steam communication, “the just expectations of the people of India” will be realised, and the complete scheme of intercourse which the late Lord William Bentinck emphatically pronounced would be ‘cheaply bought at any price,’ will be in full and complete operation.

At some distant period we may hope to see a railway from Cairo to Suez supersede even the present rapid desert-transit; but as everything in relation to such a project is at present merely in embryo and surrounded by obstacles, it would be premature to dwell upon its effects.

THE HOMEWARD PASSAGE.

To the “homeward bound” who engages his passage in the Peninsular Company’s steamer right through to England, we may address the following information.

We will suppose him to be at Caleutta, or the provinces under the Bengal Presidency. Having made up his mind to proceed to England, and settled the period of his departure, he addresses *the Agent of the Company in Calcutta*, requesting him to secure a passage in the steamer appointed

to proceed to Suez in the month he may have selected. The advertisements published in the Calcutta papers will indicate the arrangements made for the departure of the steamers, and the plans in the Appendix to this volume will assist the intending passenger to select a cabin. The prices of accommodation which we have given in pounds sterling do not vary in India. The conversion of pounds sterling into rupees at the current exchange of the day, will at once give the amount.

If the party be bent upon making a prolonged stay in Egypt, it will only be necessary to engage a passage to Suez, taking a certificate from the captain that the voyage *has* been made in one of the Peninsular and Oriental Company's vessels, in order to ensure a passage from Alexandria to Southampton, at some future period, in one of the vessels of the same establishment, by paying the amount (exclusive of desert transit) that would have been exacted in Calcutta for the entire passage. If, however, the traveller, after remaining in Egypt, purpose visiting the Continent of Europe prior to his return to England, he need not trouble himself about the certificate.

Having engaged his passage, the homeward bound will next think of his equipment for the trip. What we have said on this subject (*vide* page 4) in the instructions to outward-bound passengers will equally apply to him. No cabin furniture whatever is required, nor will anything be needed in addition to the ample wardrobe which a resident in India generally possesses, beyond a couple of blouses, or light jean shooting-coats, and a sola hat.

Should the traveller be resident at Madras, or under the

Fort St. George government, he should address his application to the Oriental Company's agent at the Presidency, who will give him all necessary information as to the time when the steamer may be expected at Madras. He will be required to be perfectly ready to start, as the stay of the vessel in the Madras roads seldom exceeds the few hours requisite in coaling.

Officers on the Bombay establishment will, it is presumed, for the most part, leave their own Presidency in the East India Company's monthly steamers, the regulations regarding which will be found in a preceding page.

The accommodation of the government boats terminating at Suez, the Bombay officer will be thrown upon his own resources for the remainder of his trip. He will accordingly do wisely, if he wish to get rapidly to England, to address himself a month before hand to the agent of the Peninsular and Oriental Company in Egypt, to book him a passage thence to Southampton, and to arrange for his transit across the desert.*

Officers on sick-leave or furlough very frequently arrive without certain necessary documents, and are consequently subject to great inconvenience and expence. They should be provided with—

Certificate of length of service.

“ of being allowed a furlough.

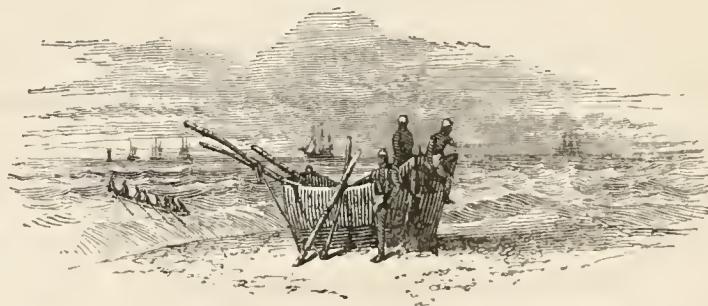
“ of date to which pay has been issued.

If from Bengal, a certificate from the pilot in duplicate

* See Appendix A.

of the date of the ship's leaving the Sand Heads, and if it be intended to claim income-allowance from the military fund, a certificate from the secretary to the fund of being entitled to such an allowance.

The voyage from India to Suez, as far as the attractions of the intermediate ports are concerned, presents very few charms for the traveller; and, even if they were numerous, the stay at each place is so brief that there is scarcely any opportunity of enjoying them; but every change is acceptable to the landsman confined for several days on shipboard, more particularly if the scenes he beholds have a dash of novelty in them. Arrived at Madras therefore (we speak now to the Bengal officer) he will pull ashore in one of the Mussoolah boats, whose peculiar construction and safe navigation through the surf that perpetually rolls upon



MUSSOOLAH BOAT.

the shore at that port, has always been a subject of surprise to the novice. If he have a friend at the Presidency, he will probably get the use of a carriage for the day, if not, he will be able to hire a "shigram" (palanquin carriage), or a "bandy" (gig), and drive to all the most striking parts in the town. The Mount-road,

with its numerous European shops, and monument to Sir Thomas Munro, the fort and the arsenal, the college, the public stables, the government house, the Athenæum library, the Black town, &c., will furnish subjects of inspection enough to occupy a few hours very pleasantly.

CEYLON.—The next point on the route, has its attractions for the Madras, as well as the Bengal officer. An idea of these may be gathered from the following lively and intelligent description of a visit to Point de Galle, the coaling port, derived from "*The Monthly Times*," and written by a gentleman, who had touched there, in the "*Hindostan*," on his way to England.

"On the seventh day, including our twenty-four hours' detention at Madras, after leaving the Sandheads, we found ourselves, in the morning, approaching the beautiful Island of Ceylon, and anchored about noon in Point de Galle harbour. The entrance to the harbour was pretty enough—low rocks, over which the waves were beating and bounding, extended to the left, and a point of land seemed to jut out prominently to them, on which is built the Dutch Fort of olden days, and which still retains its characteristic look of Dutch solidity and unavailing massiveness. There is no appearance of town from the ship; and very few habitations visible, or indications of much cultivation. The old Dutch church forms the principal object in the Fort. You know I had letters from a family long resident at Galle. I proposed to see them on the

following morning, but they would not hear of my remaining on board, so I landed in the afternoon, and soon found all was kindness and hospitality on the part of my new Cingalese acquaintances. The residence was formerly the old Government House in the days of the Dutch. It was a large, roomy, substantial building ; the doors were lofty, and the walls panelled in stucco, and painted with white and ochre ; the fittings-up and furniture were plain, but substantially made of carved ebony and satin wood.

“On the following day, after a most gloriously comfortable night’s rest in a very clean bed and cool spacious room, we started after breakfast in a small palkee-garree and pony, always easily obtainable on hire, to visit a country-house on a hill about three miles from the Fort. The drive was through a beautiful and open well-shaded road, with frequent interspersings of small cleared patches of rice and other cultivation. The road itself was narrow, with ditches on either side, but well metalled with broken granite. The comfortable houses of the burghers rose occasionally by the road side, on little shady eminences here and there, and seemed neat and peculiarly *cozy*. They were chiefly oblong, tiled buildings, with a verandah to the front. These burghers are descendants either from the former Dutch or Portuguese possessors of this coast, and many that I saw were not a little darkened in their descent. On reaching the hill, which we had to walk up, I found the sun sadly oppressive ; but we were amply repaid for the ascent, for the view from it was superb. The sea was visible, and almost everywhere open to us along the horizon, through the different hills ; and every here and there, in our vicinity and below us, were beautiful vallies and richly cleared spots, with well-defined

roads running through them, and occasionally cottages and huts dotted in every direction ; the grand distant mountains forming afar a tall and varied background.

“I returned to the ship after dinner in the evening, much gratified with my visit. The mode of living at Ceylon is more English, in all respects, than at Calcutta ; the table more simple—the servants fewer—and the whole character of domestic economy less Oriental than we are accustomed to on the Indian Continent ; but the scenery of the island itself is far from partaking of this un-Oriental appearance ; it realises, in everything, all we fancy and read of in descriptions of tropical islands. The closeness and abundance of the vegetation, the variety of Eastern jungle trees, the palm-like characteristic towering of the cocoa and beetle-nut tree, everywhere prominent in the luxuriant woods around you, all tend to give to Ceylon a picturesque and Eastern style of beauty, very different from the low plains and unvaried flatness of the country in Bengal.

“The dresses of the natives are different from Bengal ; men wear combs like the women of other countries, and have a loose cloth round their legs, vastly resembling a petticoat. Their language is the Cingalese, an open and gentle sort of well-vowelled dialect, which sounds prettily and euphoniously enough, like the Malayan language.

“Trade altogether is not very extensive in Ceylon. At Galle there are but three or four merchants, forming the entire mercantile community of the place. At Columbo there are, perhaps, twenty merchants and agents, and there is a Ceylon bank. The local trade is confined to three articles, viz., coffee, cocoa-nut oil, and cinnamon,

though a few folks are beginning to turn their attention to sugar. Coffee is reared in plantations on the higher lands, and in chosen spots in the interior. Some of the plantations have done well, and after the third year are described as having paid more with the one season's produce than all the preceding and preliminary outlay and price of block put together. Several concerns, however, are losing, the soil being unsuitable; the present low prices for Ceylon coffee, in England, must utterly ruin them. It has been proved that the only chance of success is with clearances on the forest and large tree lands: the plant thrives in these, though it takes three years to bear, and attains maturity only after the fifth year; it is expected to last ten years. Like all other concerns, those under proprietors themselves fare the best, and are easily distinguishable from those superintended by agents; but all managers live very uncomfortably. The superintendents get about 150 rupees per month, which is little enough, for supplies of the commonest necessity reach them only from Kandy, or from a distance, and they are frequently without supplies at all, subsisting then on rice and the poorest produce of the villages around them. The Ceylon coffee itself ranks next to Mocha in the English markets; but recent prices must be insufficient to meet the charges of production. It is planted much in the same manner as with tea in Assam. After clearance, they set the plants at certain distances, when they grow to about the same height as the tea-tree. After blossoming and ripening, and before falling, the fruit is gathered; when there is a simple process, by some wheels and cheap machinery, to clear the berry from the pulp and skin.

“There are cinnamon gardens, near Galle, but they are

not pleasing to look at, and assuredly there is no spicy and aromatic odour on the breeze, as the poets would fain establish in reference to this Island, the famed Taprobane of old ! When you bruise a twig or shoot of the cinnamon tree and break off a small bit of the bark, the scent of the cinnamon is powerful and pleasant. The cocoa-nut oil is expressed much in the same manner as in Bengal, but it surprised me, that for domestic use at Galle, it was so expensive ; they asked 6d. for two quart bottles of it, or at this rate about 5 rupees and more per maund. I should have expected it to be cheaper in Ceylon.

“The Rifle corps seemed to be a fine, well-disciplined body of men, chiefly Malays or their descendants. The regiment is officered like the line, and the dress, appointments, setting up and look of the soldiers were excellent.

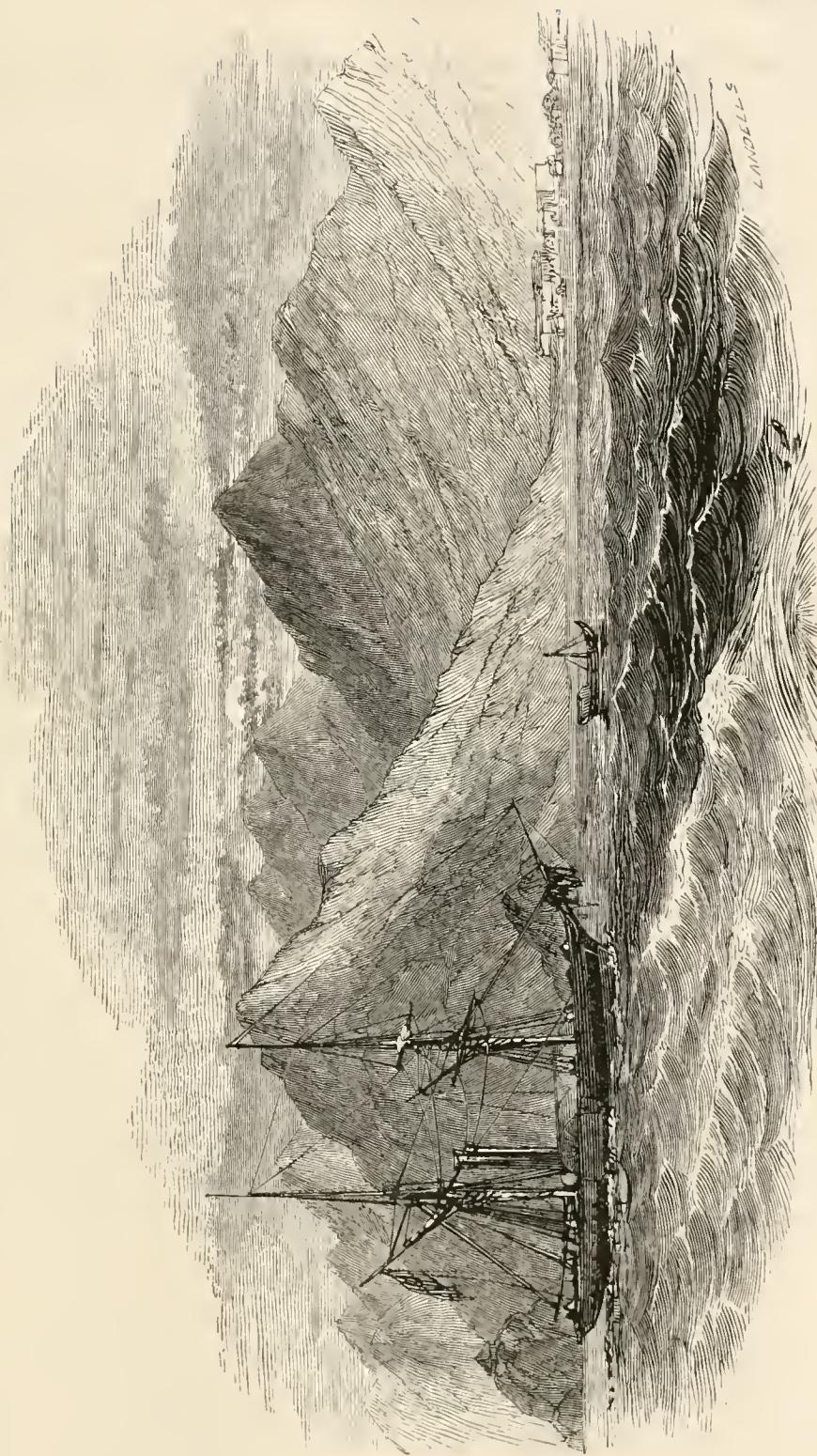
“The salaries and receipts of the public functionaries and others in Ceylon are not quite so good as under the Company, but the habits of living, as I have before remarked, are more economical, and I dare say there is more money comparatively saved in Ceylon, than in the Company’s wider and more imperial territories.”

The new arrival at Ceylon is sorely beset by pedlars, who tempt him to invest a small portion of his capital in ivory snuff-boxes and knife-handles, tortoise-shell combs, card-racks, &c. A very few of these articles purchased, at a third of the price asked for them, may prove acceptable to friends in England, but we would recommend the Ceylon visitor to abstain from too large an indulgence in his generous inclinations, for ivory pays a heavy duty in England,

and, after all, the articles brought home may be procured in England at as cheap a rate.

After leaving Ceylon and passing through the Maldivian islands, which, though very low and level, are green and picturesque, no object of interest presents itself until the port of Aden is reached.

ADEN, which was formerly called "Portus Romanicus," is a town of the Yemen, which, from its position, and now on account of its recent occupation by the English, promises to become a commercial and military station of great importance. The town is built on the crater of an exhausted volcano, and is situate at the extremity of a small peninsula, formed of volcanic matter, and attached to the continent solely by a low neck of land from 500 to 600 yards wide, and which might be easily isolated by a canal. The harbour is a magnificent basin, capable of containing an immense fleet, and is entered by a narrow passage between two other craters. It would be easy to establish defensive works on the rocks, which would place the fort in safety against any attack. One redoubt has been already raised as a security against the Arabs, ever ready to attack the English. From this point to the gate of the town, has been traced a road of about a league in length, by which the defile is reached that forms the entrance to Aden. This defile is being fortified with a gate, evidently constructed to resist other attacks than those of the Arabs, and is about 100 yards long, and four or five wide; it is



ADEN.

cut out of a rock which stands 150 yards above the level of the sea. A formidable battery, commanding the entrance, is in process of being erected above the rock on the left of the defile. A covered way, with an arch thrown from one rock to another, unites the system of defence which the batteries on the summit of the rocks on the left will complete.

In despite of sickness and desolation, the population of Aden has greatly augmented in a short space of time. When first occupied, the population did not exceed 4,000; it is now upwards of 30,000; and every morning at day-break 50 to 200 camels may be seen coming into the town, laden with the produce of the interior, provisions, vegetables, &c., to console and comfort the otherwise benighted occupants of this extinguished crater. The fact is, the security to property afforded by a residence within the limits of British possession and influence, has contributed, in no inconsiderable degree, to this outward sign of prosperity.

A hotel on the sea-shore, kept by some enterprising Parsees from Bombay, and a great number of donkies, attended by their drivers or proprietors (little woolly-headed urchins), offer to the passenger who may go ashore, the *contrast* of a dinner of fish and a ride to the town and cantonment of Aden. Beyond these, the attractions of the place may be represented by a cipher.

Quitting Aden, the shores of the Red Sea are frequently seen, but rarely approached during the upward voyage. In six days Suez is reached, and as soon as boats can come off to the steamer, the passengers are landed and

almost immediately conveyed by van (see previous details on this head) across the desert.

The town of Suez offers no kind of inducement to prolong one's stay. Small, dirty and destitute of any architectural beauties or antique remains, it exhibits the worst specimen of a Mahomedan city in the whole Ottoman empire.

Arrived at Suez, it will be for the passenger who has not contracted for the entire trip home, to select his own method of getting to Cairo. The vans of the Transit Company offer unquestionably the most convenient and expeditious mode of carrying the traveller across the desert; but there are not wanting persons who prefer the romance and independence of a tedious trip on the back of a horse, donkey or camel. If there were any objects of interest worthy of an occasional halt in the desert, the inconvenience of this slow progress would have its counterpoise; but when we assure the traveller that there is not one single fragment of antique remains, one solitary picturesque spot, nay, *nothing*, beyond *one* tree, seven station-houses, and a multitude of rat-holes and camel-skeletons, to diversify the broad, glaring, sandy waste, he will not hesitate about the prudence of paying his £15—the whole cost of transit to Alexandria—or £12 to Cairo only, and joining the bulk of his fellow-travellers in the omnibuses.

From Cairo a freer choice is left to the traveller. If he prefer lingering in Egypt, he will find in a visit to the cataracts, the temples of Luxor, Carnae, &c., enough to engage his attention for an indefinite number of weeks. On these points, however, we have supplied information

among the “Miscellaneous” matter at the close of this volume.

This seems a fitting place, for some observations respecting the plague of Egypt, the fear of being infected with which deters many individuals from prolonging their stay in one of the most interesting countries in the world. To say that the disease is not contagious, would be pronounced absurd at a time when the various states in the Mediterranean have been devising schemes for resisting the ingress of goods and persons coming from Egypt until they have been completely depurated: there can, however, be no question that fear and filth are great promoters of contagion. On the subject of the former—for to address a homily to Englishmen upon the virtues of cleanliness were as impertinent as superfluous—the subjoined extracts, from a clever work entitled “*Eothen*,” are peculiarly apposite.

“Very soon after my arrival, I went to the house of the Levantine to whom my credentials were addressed. At his door several persons (all Arabs) were hanging about and keeping guard. It was not till after some delay, and the passing of some communications with those in the interior of the citadel, that I was admitted. At length, however, I was conducted through the court, and up a flight of stairs, and finally into the apartment where business was transacted. The room was divided by an excellent substantial fence of iron bars, and behind this grille the banker had his station. The truth was, that from fear of the plague, he had adopted the course usually taken by European residents, and had shut himself up ‘in strict quarantine,’—that is to say, that he had, as he

hoped, cut himself off from all communication with infecting substances. The Europeans long resident in the East, without any, or with scarcely any exception, are firmly convinced that the plague is propagated by contact, and by contact only,—that if they can but avoid the touch of an infecting substance, they are safe, and that if they cannot, they die. This belief induces them to adopt the contrivance of putting themselves in that state of siege which they call ‘Quarantine.’ It is a part of their faith that metals, and hempen rope, and also, I fancy, one or two other substances, will not carry the infection; and they likewise believe that the germ of Pestilence which lies in an infected substance, may be destroyed by submersion in water, or by the action of smoke. They, therefore, guard the doors of their houses with the utmost care against intrusion, and condemn themselves, and all the members of their family, including any European servants, to a strict imprisonment within the walls of their dwelling. Their native attendants are not allowed to enter at all, but they make the necessary purchases of provision, which are hauled up through one of the windows by means of a rope, and are then soaked in water.

“I knew nothing of these mysteries, and was not therefore prepared for the sort of reception which I met with. I advanced to the iron fence, and putting my letter between the bars, politely proffered it to Mr. Bunker. Mr. Bunker received me with a sad and dejected look, and not ‘with open arms,’ or with any arms at all, but with—a pair of tongs!—I placed my letter between the iron fingers which picked it up as if it were a viper, and conveyed it away to be scorched, and purified by fire and smoke. I was disgusted at this reception, and at the idea that any-

thing of mine could carry infection to the poor wretch who stood on the other side of the grille—pale, and trembling, and already meet for death. I looked with something of the Mahometan's feeling upon these little contrivances for eluding fate ; and in this instance at least they were vain ; a few more days, and the poor money-changer who had strived to guard the days of his life (as though they were coins) with bolts and bars of iron—he was seized by the plague, and he died. To people entertaining such opinions as these respecting the fatal effect of contact, the narrow and crowded streets of Cairo were terrible as the easy slope that leads to Avernus. The roaring ocean and the beetling crags owe something of their sublimity to this—that if they be tempted, they can take the warm life of a man. To the antagonist, filled as he is with the dread of final causes, having no faith in destiny, nor in the fixed will of God, and with none of the devil-may care indifference which might stand him in stead of creeds—to such a one, every rag that shivers in the breeze of a plague-stricken city has this sort of sublimity. If by any terrible ordinance he be forced to venture forth, he sees death dangling from every sleeve, and as he creeps forward, he poises his shuddering limbs between the imminent jacket that is stabbing at his right elbow, and the murderous pelisse that threatens to mow him clean down, as it sweeps along on his left. But most of all he dreads that which most of all he should love—the touch of a woman's dress, for mothers and wives hurrying forth on kindly errands from the bedsides of the dying, go slouching along through the streets more wilfully, and less courteously than the men. For a while it may be, that the caution of the poor Levantine may enable him to avoid contact, but sooner or later, perhaps, the dreaded chance arrives ; that bundle of

linen, with the dark tearful eyes at the top of it, that labours along with the voluptuous clumsiness of Grisi—she has touched the poor Levantine with the hem of her sleeve! From that dread moment his peace is gone; his mind, for ever hanging upon the fatal touch, invites the blow which he fears; he watches for the symptoms of plague so carefully, that sooner or later they come in truth. The parched mouth is a sign—his mouth *is* parched; the throbbing brain—his brain *does* throb; the rapid pulse—he touches his own wrist (for he dares not ask counsel of any man lest he be deserted), he touches his wrist, and feels how his frightened blood goes galloping out of his heart; there is nothing but the fatal swelling that is wanting to make his sad conviction complete; immediately he has an odd feel under the arm—no pain, but a little straining of the skin; he would to God it were his fancy that were strong enough to give him that sensation; this is the worst of all; it now seems to him that he could be happy and contented with his parched mouth, and his throbbing brain, and his rapid pulse, if only he could know that there were no swelling under the left arm; but dares he try?—in a moment of calmness and deliberation he dares not, but when for a while he has writhed under the torture of suspense, a sudden strength of will drives him to seek and know his fate; he touches the gland, and finds the skin sane, and sound, but under the cuticle there lies a small lump like a pistol bullet that moves as he pushes it. Oh! but is this for all certainty, is this the sentence of death? feel the gland of the other arm: there is not the same hump exactly, yet something a little like it; have not some people glands naturally enlarged?—would to Heaven he were one! So he does for himself the work of the plague, and when the angel of death, thus courted,

does indeed, and in truth come, he has only to finish that which has been so well begun ; he passes his fiery hand over the brain of the victim, and lets him rave for a season, but all is chance-wise, of people, and things once dear, or of people and things indifferent. Once more the poor fellow is back at his home in fair Provence, and sees the sun-dial that stood in his childhood's garden—sees his mother, and the long-since-forgotten face of that little dead sister—(he sees her, he says, on a Sunday morning, for all the church-bells are ringing) ; he looks up and down through the universe, and owns it well piled with bales upon bales of cotton, and cotton eternal—so much so, that he feels—he knows—he swears he could make that winning hazard, if the billiard table would not slant upwards, and if the cue were a cue worth playing with ; but it is not—it's a cue that won't move—his own arm won't move—in short, there's the devil to pay in the brain of the poor Levantine, and, perhaps, the next night but one he becomes the 'life and the soul' of some squalling jaekal family, who fish him out by the foot from his shallow and sandy grave.

" Better fate was mine ; by some happy perverseness, (occasioned, perhaps, by my disgust at the notion of being received with a pair of tongs), I took it into my pleasant head that all the European notions about contagion were thoroughly unfounded,—that the plague might be providential, or 'epidemie,' (as they phrase it), but was not contagious, and that I could not be killed by the touch of a woman's sleeve, nor yet by her blessed breath. I therefore determined that the plague should not alter my habits and amusements in any one respect. Though I came to this resolve from impulse, I think that I took the course

which was in effect the most prudent, for the cheerfulness of spirits which I was thus enabled to retain, discouraged the yellow-winged angel, and prevented him from taking a shot at me. I however so far respected the opinion of the Europeans, that I avoided touching, when I could do so without privation or inconvenience. This endeavour furnished me with a sort of amusement as I passed through the streets. The usual mode of moving from place to place, in the city of Cairo, is upon donkies, of which great numbers are always in readiness, with donkey-boys attached. I had two constantly (until one of them died of the plague,) waiting at my door upon the chance of being wanted. I found this way of moving about exceedingly pleasant, and never attempted any other. I had only to mount my beast, and tell my donkey-boy the point for which I was bound, and instantly I began to glide on at a capital pace. The streets of Cairo are not paved in any way, but strewed with a dry sandy soil, so deadening to sound, that the foot-fall of my donkey could scarcely be heard. There is no trottoir, and as you ride through the streets, you mingle with the people on foot; those who are in your way, upon being warned by the shouts of the donkey-boy, move very slightly aside, so as to leave you a narrow lane through which you pass at a gallop. In this way you glide on delightfully in the very midst of crowds without being inconvenienced or stopped for a moment; it seems to you that it is not the donkey, but the donkey-boy who wafts you on through pleasant groups, and air that feels thick with the fragrance of burial spice. 'Eh! Sheik,—Eh! Bint,—reggalek—shumlack, &c., &c.—O old man, O virgin, get out of the way on the right,—O virgin, O old man, get out of the way on the left,—this Englishman comes, he comes, he comes!' The narrow

alley which these shouts cleared for my passage, made it possible, though difficult, to go on for a long way without touching a single person, and my endeavours to avoid such contact were a sort of game for me in my loneliness, which was not without interest. If I got through a street without being touched, I won ; if I was touched, I lost,—lost a deuce of a stake, according to the theory of the Europeans, but that I deemed to be all nonsense.—I only lost that game, and would certainly win the next.”

The route from Cairo to Alexandria, merely reversing the order of the trip, is described in a foregoing part of this volume. Arrived at Alexandria—provided the passenger has not booked himself in India for the entire transit to Southampton—it often becomes a question which route shall be taken to accomplish the remainder of the journey. The taste, inclinations or curiosity of some will lead them to Constantinople, to Syria, the Holy Land, the Grecian Archipelago ; others may feel disposed to embark for Trieste, in order to visit Venice, northern Italy and Germany. Many chalk out for themselves a trip to Naples, Rome, Florence, Switzerland, &c., previously purifying themselves of the bugbear plague at Malta ; and some few embark in the French steamer and make their way to Marseilles, there to serve quarantine preparatory to a tour through France.

If it were as much our province to advise as it is our purpose to inform, we would suggest, as the result of the information imparted to us by many travellers, that it is, on many accounts, most desirable that persons from India should come straight to England, *in the first instance*, thence betaking themselves to the continent of Europe, if so in-

clined. The chief reasons for this proceeding are—the entire avoidance of the quarantines, which are often irksome and always expensive; the gratification of the natural affections by the earliest possible meeting with relatives and friends; the facility of obtaining information respecting the most attractive routes and introductions to families on the Continent; the opportunity of selecting a companion from old fellow-soldiers, fellow-officials or Indian friends similarly bent upon a pleasurable excursion.

But these arguments may weigh as a feather against the determination to visit the interesting portions of Europe and Asia we have indicated, preparatory to placing foot in England. It is difficult to eradicate from many Anglo-Indians the notion that it is better to arrive cleansed of Indian rust and polished by a tour through civilised lands, or more prudent “to see the world” while you are in it, than to trust to the chance of quitting England when you have just tasted its infinite pleasures.

For the consideration of such reasoners, therefore, we submit some information made available to us respecting quarantines.

We begin with Malta. A passage to this island from Alexandria may be procured in the “Peninsular and Oriental Company’s” boats for £17 10s. The French steamers charge £10, but this does not include the table, wines, &c., which are paid for separately to the *restaurateur* on board. The trip in the English steamer occupies *four* days. The French vessel goes first to Syra, to meet the Constantinople boat, and this occupies *seven* days. Arrived at Malta, intimation is given by the captain of the number of

persons who meditate remaining there, and accommodation is accordingly provided for them in the lazaretto. Their stay will depend upon the nature of the bill of health carried by the vessel; it is not, however, at any time, less than twelve days, and may extend to twenty.

The regulations to be observed in the lazaretto are given below.

GENERAL REGULATIONS

To be observed by all Persons performing Quarantine in the Lazaretto of Malta.

I.

All passengers, on landing, are to give their names to the Captain of the Lazaretto, which are to be entered in the Registry of the Office.

II.

The Captain of the Lazaretto will assign apartments for passengers, and each passenger will be provided with two chairs, a table, and a wooden bedstead, for which no charges are made; but any damage done by the passengers to the apartments or furniture is to be made good by them before *pratique*

III.

Passengers are not to be permitted to enter other apartments; nor can they be allowed to receive visitors except at the *parlatoria* of the lazaretto, and that only during office-hours; nor are they to trespass the limits assigned to them by the Captain of the lazaretto.

IV.

Passengers must pay a strict attention to all the instructions they

may receive from the Captain of the lazaretto and from the Health Guardians, and particularly in every point that regards their baggage, clothes, &c., being properly aired and handled during the period of their quarantine; and their quarantine will only commence to reckon from the day on which all their baggage, clothes, &c., have been duly opened and handled.

V.

All letters and parcels, or other effects brought by passengers, must be given up, in order that they may be fumigated or depurated separately from them, as the occasion may require.

VI.

All cases of sickness must be reported immediately to the Captain of the lazaretto, and all persons sick are to be visited immediately by the Physician to the lazaretto, after which official visit, passengers are at liberty to avail themselves of any medical attendance they think proper.

VII.

Passengers are to pay the Government fee for the Guardians employed to attend them for the number of days of their quarantine, at the following rates, viz.:—at 1s. 3d. per day for the Guardian who attends one passenger, and at 2s. 6d. per day for each Guardian who attends more than one passenger. They are to victual the Guardian or Guardians during their quarantine, or to pay to each Guardian an allowance of 7d. per day in lieu thereof. It is to be clearly understood that the Guardians are employed solely for quarantine purposes, and they are strictly prohibited to interfere in any other service whilst they attend passengers.

VIII.

The office hours at the lazaretto are from 8 A.M to 12, and from 2 P.M. to 5 daily; and all letters sent to the fumigating room before 9 A.M. daily, will be delivered in Valetta at 10, and those sent before 3 will be delivered in Valetta at 4 P.M. by the letter messenger, who is entitled to receive from the passengers a penny for each note, parcel, or letter, as a remuneration for his trouble and for boat-hire.

IX.

A daily report of all circumstances is to be made by the Captain of the lazaretto to the Superintendent of Quarantine and Marine Police.

N.B. A *trattoria* has been established at the lazaretto for the convenience of passengers who wish to avail themselves of it, from whence they can be supplied with dinners, wines, &c., &c., in their own apartments.

Beds complete and other articles of furniture, if required, can also be hired from a person appointed to provide them.

A note of charges for the *trattoria*, and for the hire of furniture, will be furnished to the passengers on their applying for it.

Of the manner in which the time may be passed in a lazaretto, the following graphic sketch by Mr. Stoequeler, which appeared some months since in the "*Asiatic Journal*," will convey no imperfect idea:—

"Upwards of 140 passengers left Alexandria in the *Oriental*, at the end of May, for some fifty had joined it from Bombay; amongst the latter were several heroes of Meanee and Hyderabad—fine young soldiers, who were covered with honourable scars received in the desperate engagements between Sir C. Napier and the Beloochees. Never, perhaps, was a vessel freighted with so many who had distinguished themselves in conflict with the enemies of their country. Not less than twenty-six officers, who had seen service in Affghanistan, China and Scinde, paced the deck every day, and described the scenes which their own prowess and that of their comrades had, for the pre-

vious three or four years, rendered memorable in the history of British India. But of this large number of homeward-bound passengers, only three (one having two ladies in his family), quitted the *Oriental* at Malta. Those who *wished* to prosecute the rest of their journey by land had either failed to make the necessary provision,* or shuddered at the prospect of twenty days' imprisonment in the lazaretto. Moreover, they flattered themselves with the belief, that they would be enabled to make the tour of the Continent when they had exhausted the various pleasures of glorious England. And so they steamed away to Southampton, leaving the few above alluded to—the writer of this among them—in the lazaretto, under suspicion of the crime of being afflicted with the plague.

“Meanwhile, let me assure the traveller from India, that even a three weeks' incarceration in the Malta lazaretto is not intolerable, if, which is generally the case with the imprisoned, he is lucky enough to have one or two pleasant and intelligent companions. I have before me, at this moment, a memorandum written after twelve days' of captivity, and as it may serve to reassure future prisoners, by conveying some idea of the scenes, impressions, and occupations which diversify existence in the durance they are compelled to support, I here transcribe it :—

“‘ Let me survey my prison, and its *agrémens*. I am lodged in two commodious apartments, overlooking the

* Eighty pounds will carry a man through Italy, Switzerland, and France, with comfort, allowing for several days' stay at each place of interest.

quarantine bay. I look out of the southern window of my verandah, and have the waters of the Mediterranean forty feet only below me. Opposite, at the distance of about 300 yards, and divided from me by these waters and the quarantine harbour, are the ramparts of the fortifications, surmounted by windmills, flag-staves, and a small Roman Catholic chapel. To the right is the termination of the bay, where a dozen of Greek, Austrian, and English brigs and barques lie in quarantine, sufficiently near to allow me to observe the operations on board. Behind all these, a little more to the south-eastward, is part of the suburbs of La Valetta, the evening promenade, gardens, hills, &c. To my left, is the entrance to the bay, overlooked on one side by part of the city of La Valetta, and on the other side by Fort Manvel, now used as a part of the lazaretto. This view greets me whenever I stand in the verandah, a recreation to which one is often tempted by the clearness, coolness, and crispness of the air, the beauty of the sky, and the rich blue of the water. Well, this of itself is something. Then, for moving sights, we have occasionally the arrival or departure of a steamer from Alexandria, or Greece, or the coast of Spain ; of vessels from Tripoli, and Smyrna, and Syra ; of speronaros from Sicily, or the Italian coast ; or we see a vessel released from quarantine, working her way out of the harbour. Early in the morning, four times in the week, the bell of the little chapel, on the summit of a rock opposite the lazaretto, tolls to prayers. The chapel is not more than twenty feet in breadth, and the same in depth. The altar occupies the back or southern side, and exactly faces us. The bell ceases, the priest dons his canonicals, and the matin mass commences, the responses being audibly chanted or muttered by the crews of Maltese

and Italian vessels, who are either quartered in apartments beneath us, or employed on board the vessels. The door of the chapel closes, and the work or pastime of the day commences.

“ ‘ Ha ! there’s a splash !—a sailor in quarantine has stripped himself, and plunged into the water beneath his prison-door. Another and another follow him ! How admirably they swim ! the ease of the water fowl, and the rapidity of the fish. See ! one of them dives ! How long he remains under water ! Will he drown ?—will he not be suffocated ? not a bit of it ; he rises to the surface, bearing in his hands some of the black, starry, thorny members of the crustaceous tribe. He has a knife in his right hand, which I did not observe before, and which he evidently took with him to dislodge the fish from their location in the rocky depths. Splash ! and the strong swimmer is again twenty feet below the surface. Again he rises—and again descends—and behold ! he has accumulated a perfect breakfast of shell-fish ! Meanwhile, the others breast the waves, diving, floating, playing, and rejoicing in all the muscular strength which the noble, healthful, and refreshing science calls into action. Well, a walk will do no harm—the verandah is sixty paces long, and forty or fifty turns will give one an appetite for breakfast. A. and B. have abundance of conversation for the promenade, and when we have exhausted the pleasures of memory, we can turn to the pleasures of hope, and debate the possibility of an abatement of the quarantine or at any rate discuss the respective advantages and pleasures of going to Syra, to Naples, or Marseilles. We are tired now, and it is time to dress. Breakfast is ready—can any thing be more satisfactory, or any thing more tempting and wholesome ?

There are coffee and tea, and three times as many rolls as we can eat ! The eggs are as large as the finest production of the English barn-door hen, and boiled to the *exact* point—half a minute less, and the albumen would not have coagulated ; half a minute more, and they would have been as hard as a stone. And *there's* a delicious dish of strawberries, brought only yesterday from the coast of Sicily, and plucked but an hour before their embarkation ! And flowers, too :

The captive soothers of a captive's hours.

“ ‘ Carlo, best of servitors, knows my *penchant*, and decks the table with the rose, the pink, the carnation, and the fragrant thyme.

“ ‘ Breakfast over, Mr. Cassolani is announced. He is the captain of the lazaretto ; a courteous, intelligent old gentleman, of very correct notions and kind disposition. He is come to give us a list of the passengers who have just arrived from Marseilles, and to ask us to subscribe a trifle for a poor widow, whose husband, a guardiano of the lazaretto, died of apoplexy the day of our arrival. We have dropped our mites for the widow's benefit, and Cassolani condescends to pick them up, though he will not receive them from our hands. This painfully reminds us that we are prisoners on suspicion of the crime of plague—*gens suspects*. People ‘ *in pratique*,’ as freedom from the lazaretto is called, will ‘ walk with us, talk with us, buy with us, sell with us—but they will not eat with us, drink with us,’ nor pollute themselves by touching our persons or our clothes. Cassolani carries a stick, to keep us at a respectful distance, and there is a soldier of the 42nd Highlanders on the

opposite rampart, prepared to send a bullet through us if we attempt to go abroad until we are fairly cleansed of the foul imputation.

“‘Cassolani departs, and S. and I go to chess. From chess we fly to books. It is three o’clock, and dinner is announced. For economy and society’s sake, we have made a *table d’hôte*, and the whole party dine together. It is true that B. looks suspiciously at one dish, and C. distrusts another; but, nevertheless, the whole style of the thing is good and clean, comprising the English and French *modes de cuisine* as well as could be desired. There is, for example, soup *à la Julienne*, and a dish of mackerel; roast beef *à l’Anglais* (the beef comes to Malta from Tunis, and after serving quarantine, is fattened for the table); a *fricandeau* of sweetbread in a well-flavoured sauce; a stewed breast of mutton, mashed potatoes, a macaroni, peas or French beans, or artichokes, an apricot tart, cheese, and a salad. Oranges, cherries, and strawberries compose our dessert, and we drink a pint of Marsala. What more would a man have?

“‘The sun declines, and the Maltese world emerges from its confinement. The telescopes now come into play, and we direct our views to the part of the town where the sempstresses congregate, and gaze out of the balcony windows, to catch the evening breeze, or any thing else that may be passing. The fall of night brings with it tea and candles, and then books, draughts, chess, and—to bed!’

“Of the other *agrémens* of the lazaretto there remains nothing to notice, if I except the numerous boats which are continually coming and going across the harbour, often

laden with females, who, in their black mantillas, with sparkling black eyes, and hair *à la Madonna*, resemble Spanish women.

“The expense of living in the Malta lazaretto is about eleven shillings *per diem*, as thus :

	s.	d.
Breakfast - - - - -	1	8
Dinner - - - - -	3	0
A bottle of Marsala - - - -	1	3
Hire of Furniture - - - -	0	8
Servants' wages (including diet)	2	3
The guardian (ditto) -	1	10
	<hr/>	<hr/>
	10	8
	<hr/>	<hr/>

“This can be increased, if necessary, by a more abundant dinner, tea or coffee in the evening, spirituous liquors, and a greater quantity of furniture; but it cannot be diminished. Washing costs about one shilling per dozen pieces, and sevenpence *per diem* for the diet of the *blanchissene*, who must come into the lazaretto to perform her functions. A capital circulating library keeps the incarcerated well supplied with books (at one penny per volume per day), and *Galignani's Messenger*, and the Maltese papers can also be had on application to Mr. Mure's establishment.”

Emerging from the lazaretto, the traveller is recommended to pass a few days in inspecting the town and the surrounding country (*vide* page 11), and then to repack

his luggage, despatching such as he may not require on his homeward trip direct from Malta, consigned to the care of his agent in London, with instructions as to the disposal of the same.

Those travellers who prefer visiting France *via* Marseilles, will find the lazaretto there, comparatively speaking, a sort of purgatory. We subjoin the regulations recently published by the French authorities:—

WITH UNCLEAN BILL OF HEALTH.

ART. 1. French Post-office Packets.—19 days after debarking effects and passengers.

Passengers by these boats and their baggage.—17 days after landing at the Lazaret; 14 days only when the baggage shall have been *plombé* at the Consulate of France at the port of embarking, and that this operation be legally certified.

ART. 2. French or Foreign Men-of-War.—17 days after the landing of passengers and their baggage.

Passengers on board these vessels.—17 days without *spoglio*, 14 days with *spoglio*.

ART. 3. Vessels with pilgrims.—25 days.

Pilgrims.—25 days after landing.

ART. 4. Every other description of sailing-vessel or steam-boat.—21 days after landing suspected articles.

Passengers by these vessels.—17 days without *spoglio*, 14 days with *spoglio*. Merchandise.—21 days after landing at the Lazaret.

WITH DOUBTFUL BILLS OF HEALTH.

ART. 1. French Post-office packets.—15 days after debarking effects and passengers.

Passengers by these boats and their baggage.—14 days after landing; 12 days only when the baggage shall have been *plombé* at the Consulate of France at the point of embarking, and that this operation be legally certified.

ART. 2. French or Foreign Men-of-War.—14 days after the landing of passengers and their baggage. Without passengers 12 days.

Passengers on board these vessels.—14 days after landing without *spoglio*, and 12 days with *spoglio*.

ART. 3. Vessels with pilgrims.—20 days.

Pilgrims.—20 days after landing at the Lazaret.

ART. 4. Every other description of sailing vessel or steam-boat—15 days after landing suspected articles.

Passengers by these vessels.—14 days without *spoglio* after landing at the Lazaret; 12 days with *spoglio*.

Suspected goods.—15 days after landing at the Lazaret.

WITH CLEAN BILLS OF HEALTH.

ART. 1. French Post-office packets.—12 days after debarking effects at the Lazaret.

Passengers by these boats and their baggage.—9 days after landing, and their baggage exposed to the air.

ART. 2. French or Foreign Men-of-War.—9 days, with or without passengers.

Passengers on board these vessels.—9 days after landing, and their baggage exposed to the air.

ART. 3. Every other description of vessel or steam-boat.—12 days after landing suspected goods.

Passengers by these vessels.—9 days.

Suspected merchandise.—12 days after landing at the Lazaret.

Of the Syra (Athens, quarantine), it is enough to say that it is more commodious and agreeable than the same establishment at Marseilles, and not so convenient as the one at Malta.

The Syra lazaretto is, according to the report of the latest visitors, exceedingly commodious and clean, and facing as it does the sea, where there are continual breezes, it is infinitely cooler than the city of Athens. The charges of the Trattoria are not greater than those at Malta (about eleven shillings per diem), and the detention in quarantine never exceeds seventeen days, and when a clean bill of health is brought by the French steamer from Alexandria, the duration of the imprisonment is very much less.

THE VOYAGE TO SOUTHAMPTON.

UNLESS plague be prevalent when the steamer leaves Alexandria, or sickness prevail on the passage, no quarantine is served at the Motherbank.

By return of post, the steamer goes into Southampton docks ; the whole of the luggage is forthwith conveyed to the dock warehouse, and the examination commences with that of the first person on the list.

Passengers are not required to attend in person when their luggage is examined. Those who desire to leave

Southampton *by train immediately upon arrival*, or who do not wish to subject themselves to the annoyance of being kept in the docks waiting their turn, are recommended to deposit their keys (including name and address) with Mr. Hill's clerk,* giving him, at the same time, a list of the packages, distinguishing such as contain articles subject to duty. For want of proper arrangement on the part of the passenger, we have known three hours pass in the examination of one gentleman's luggage, with upwards of eighty of his fellow-travellers anxiously waiting for their turn. This arises, in the first place, from the large quantity of luggage which many bring: and, in the second, from the want of system in packing, distinguishing that which is immediately requisite from that which is unnecessary.

As passengers will be required to keep pace with the mails in either route, unless they arrange for a fortnight's stay in Egypt, the system of having a larger quantity of luggage than is actually necessary, cannot be too much deprecated.

The traveller is also apt to mix "duty goods" with personal luggage, in anticipation of their escaping notice. This is a "forlorn hope," and leads invariably to the most rigid scrutiny of every package, thereby causing great delay. If the goods be such as trinkets, Bombay work-boxes, Dacca or Cuttack silver, China and India filligree packed in cotton, a still greater commotion arises at the custom-house, and we are not quite sure whether the

* Mr. Hill is the Southampton agent of the "Peninsular and Oriental Company."

circumstance does not render the articles liable to seizure and confiscation, under the quarantine laws.

The better plan by far, whether the traveller attend the examination of his luggage or not, is to separate all goods liable to duty, and put them in a case or trunk, with an inventory of its contents, and the value of each article separately stated,* and then leave them in charge of Mr. Hill, with instructions to forward them without delay. They can, of course, be examined at once, but we think it unfair to subject others to the inconvenience and loss of time that must consequently ensue. If the plan here recommended be followed, we venture to submit that it would be satisfactory to all parties.

A general tariff of East India fabrics will be found in the Appendix; but it is not generally known that all British manufactures that have been exported, and purchased out of Great Britain, are subject to a duty if re-imported. Being private property, however, they are generally released on petition to the Board of Customs, the petition being accompanied by a solemn declaration made by the owner before a magistrate, that the claim set forth in the petition is true. The reason assigned for this law is, that it protects and promotes English manufacture, by preventing a return of goods to the country that have once been exported for sale.

Parties who, from necessity or choice, bring servants

* Government have the option of accepting your valuation. If they disapprove the estimate of the proprietor, they are empowered to seize the goods, but in that case, must pay ten per cent. advance on your valuation.

from India, have too frequently so indefinite an agreement, that disputes and unpleasantnesses in settling with them frequently arise. We, therefore, earnestly recommend passengers to endeavour to do without personal servants if possible; but if it be impracticable to dispense with them, we would suggest that the engagement should specify whether services cease on arrival,—if the servants are to be returned to India at the expense of the employer and—whether it shall be *via* the Cape or overland. The agreement should likewise state the allowance that will be made for board-wages. Sixteen shillings per week is the sum charged at the lodging-houses for this class.

Persons arriving from India, particularly families, incur great expense by proceeding, on their arrival, direct to hotels or to furnished lodgings. In most cases they would do better by resorting to a boarding-house. There are many suitable establishments of this nature throughout England, where comfortable accommodation is afforded at a moderate charge. A letter of enquiry written on the passage from Alexandria to Malta, and despatched *via* Marseilles, would be answered, and wait the writer's arrival at Southampton.

MISCELLANEOUS INFORMATION.

PARTIES proceeding to India, who have a desire to visit Oporto, Lisbon, Cadiz or Gibraltar, are permitted by the Peninsular and Oriental Company to do so in one of their weekly packets, at the same cost of passage money as if they went direct to Alexandria in a monthly packet.

The weekly packets leave Southampton at 3 p. m. on the Thursday, and—

Arrive at Oporto	on	Monday,
“ Lisbon	—	Tuesday,
“ Cadiz	—	Thursday,
and at Gibraltar	—	Friday,

At which place the steamer on the Indian line will take them up and convey them to Egypt. The steamers employed on this service are not of equal speed. The traveller must therefore calculate on having not less than four or more than six days' stay at each place, provided he intend to go forward by the next steamer. Again, should a party desire to remain a fortnight in Egypt, previous to joining the steamer at Suez, he can be accommodated by the Peninsular and Oriental Company, who will convey him to Alexandria, and cause him to be taken up by the vessel on the Indian side at any later period.

The additional cost of a stoppage at any of the intermediate places would depend upon the tastes, habits and means of the traveller; it need not be much, and to a party of friends proceeding thus, the journey, at the proper season, would be instructive and delightful.

A FORTNIGHT IN EGYPT.

UNDER the present arrangements many passengers, instead of hurrying through Egypt along with the mail, will probably prefer spending a fortnight in that interesting country. To those so disposed, the following information may prove acceptable.

In a previous page we have pointed out the principal objects of interest in the vicinity of Cairo and Alexandria, which are accessible in the ordinary transit through Egypt. In the event, however, of a prolonged residence in that country, either from necessity or choice, the list of *videnda* may manifestly be much extended.

Supposing the traveller, then, to start from Cairo, after inspecting the pyramids and other sights near that city, he can, by application to an agent on the spot, procure a boat, well supplied with provisions, &c., and proceed a



THE NILE-BOAT.

considerable distance up the Nile. We have stated elsewhere that there is little besides the Pasha's palace, Pompey's pillar and Cleopatra's needle, to be seen at and in the neighbourhood of Alexandria, and therefore call the attention of the sojourner in Egypt, to the interesting antiquities he will have an opportunity of examining on the borders of the Nile. Should he purpose limiting his trip to a fortnight, in order to be in time for the packet from Suez or Alexandria, it must be borne in mind that he can only visit a few of the places mentioned below, and must make arrangements accordingly; but in case he should desire to extend his travels, we subjoin some notes from the best authorities of the manifold wonders to be seen on the banks of the mighty Nile, and if the reader require even further information, we commend to his perusal the admirable work on Egypt, by Sir Gardiner Wilkinson.

The great pyramid of Saearah contains a small chamber with a few hieroglyphics differing in this respect from all others. The arched tombs (now nearly destroyed) proving the pre-Augustan existence of the masonic arch, is of the time of Psameticus 2nd, about b.c. 604.

Mit Raheny, a large colossus of Rameses 2nd, the supposed Sesostris. Mounds and indistinct remains of Memphis. On the right bank are the quarries from which a portion of the stones for the pyramids were drawn. In one part, oxen are represented drawing a block placed on a sledge. A little to the south of the modern village is an inclined plane, leading from the quarries to the river.

Thirty miles farther to the south, at Atfieh, mounds of aphroditopolis, but without ruins.

Left bank, false pyramid (Meidoum), difficult of access on account of the canal.

Three miles beyond Feohm, and on the opposite side (right bank), remains of crude brick walls, with hieroglyphics on the bricks.

Right bank, eight miles N. of Meneijeh is Fehnah, the ancient Acoris. Greek Ptolemaic inscription. Tombs cut in the rock with inscriptions. Roman figures in high relief. Quarries on top of mountain with a tank for water.

Right bank, seven miles beyond Mineijeh, is Rohn Ahman, some grottoes and ruins of an old town.

Nine miles farther (right bank) Beni Hassan ; remarkably interesting grottoes of the time of Osorkon (about B.C. 1740), in whose reign it is calculated that Joseph arrived in Egypt. The plans, explanatory of the trades, amusements, domestic arrangements, &c., of the ancient Egyptians, merit particular attention. In the columns of the best grotto, we recognise the *Doric Order*. In the entablature over the doorway, observe that the ends of rafters are sculptured instead of mutules and tryglyphs.

About a mile and a half S. is another grotto, a temple of Pasht, Bubastis, or Diana, the *Speos Artemidos* (date Thotmer 3rd, 15th century B.C.) The Speos is known by the name of *Stable Antar*. Near it are deposited eaten-mummies.

Right bank, at Shekh Abadeh, are a few remains of

Antinoe, built by Adrian. The principal streets may be traced, as well as the hippodrome, towards the east, out of the walls. Grottoes in rock, &c.

This whole district has been famous for thieves, from the time of Bruee to the present day.

Right bank. El'Rasheth, grotto in the mountain, with a statue represented on a sledge.

The ruins of Hermopolis, at Ashmonnoyn, have been destroyed.

The Pasha's sugar factory at E'Roamoon merits a visit.

Left bank. Ibayda, at the corner of the mountain, crude brick walls, and some grottoes, not very remarkable.

After Shekh Said, the mountains go off to the E. leaving the river. A little beyond is Til el Amama, to the S. of which are the ruins of an ancient town, of which only the brick-houses remain.

To the S. are grottoes in the mountain, with curious sculpture, and upon the mountain is an alabaster quarry. The sculptures represent a king and queen offering and praying to the sun, which shoots forth rays terminating in human hands, one of which gives the emblem of life to the king.

Six miles before Maufaloat, at el Hareib, are ruins of an old town in a rayine, in which are dog and cat mummies.

Near Maabdeh, opposite Maufalouat, are crocodile mummy pits, difficult of access and dangerous.

E'Siout, the capital of the said, and standing on the site of Lycopolis merits a visit. The gardens are celebrated. Visit the grottoes in the mountain, if it be only to enjoy the beautiful view, which is, perhaps, unequalled in Egypt. The mummies of the wolf are occasionally found.

The remains of the splendid temple of Antaopolis have been sapped and carried away by the stream. A few stones only serve to point out its site at Gau (right bank).

Right bank. Shekh Eredi, where a Moslem saint, transformed into the form of a serpent, still forms very wonderful cures upon those who can pay. Some small grottoes on the left bank. To the west Loohag, near the corner of the mountain, are remains of Athribi. Inscription in stone, in a ruined temple. Grottoes in the mountain.

To the west of this is the white monastery, Deira-bow Sehwoodee. It has very much the appearance of an Egyptian temple, having a cornice and tomb, and is supposed to have been founded by the Empress Helena. Like the other Deirs it is inhabited by Christian peasants.

Right bank. At Ekhmin, nearly opposite Loohag, are remains of Panopolis. A large mass of stone, contains a Greek inscription of the temple of Pan.

Left bank. Menshie, eight miles beyond Ekhmin, remains of a stone quarry. Ptolemais Hermii.

Left bank. Abydus, three hours' ride from Girgeh, and two hours from Bellianeh. Take donkies at Girgeh and send the boat on to Bellianeh. When last at Abydus, I was entertained for the night at the 'Deir,' to the north or north-west of the village. The most remarkable monument is what Strabo has described as a 'Memnonium,' a very singular building, consisting of several parallel arches or arcades, leading, he says, to a tank, now concealed. The arches are *not* masonic, but cut out of large masses of stone, and it is this circumstance which has, in a great measure, given rise to the error, as to the arch not having existed previous to the Augustan era. The building was begun by Osirien, the father of Sesostris, and finished by his son.

To the north of the Memnonium, is the small temple of Osiris, built, or at least finished, by Remeses II., and remarkable for having a sanctuary made of alabaster, for the reception of the famous tablet of the kings, which, next to the Rosetta stone, has been of the greatest assistance to the students of hieroglyphics. The Necropolis has been robbed to form the collections of Salt, Drouetti, and others.

Right bank. How, Diospolis parva—few remains—vestiges of a temple of late date, and about a mile and a half to the S., of other mounds.

Left bank. Dendera (Tentyris) opposite Genneh. The principal temple was consecrated to Hathor, the Egyptian Venus, and not to Isis. The most interesting, as well as most ancient sculptures, are outside at the western extremity, where we see Cleopatra and her son Casasion.

The sculptures above are of the time of Augustus, as are those of the lateral walls of the Naos. The Pronaos presents the portraits and names of Caius, Claudius, and Nero, as well as Tiberius, by whom it was constructed. The Pylon, leading to the temple, is of the time of Domitian and Trajan. The Peripteral temple to the right, is the Typhonium, and immediately behind the great temple is a small one consecrated to Isis. The Pylon towards the south, is connected with the latter, and was raised in the reign of Augustus. The walls of the town, and a second wall for the sacred edifices, may be traced, and there are, I believe, some tombs in the mountain behind the town, that have not been properly explored.

Right bank. Quoph, the ancient Coptas—ruins of town and temple—small Roman-Egyptian temple, in the village of El Qalah, towards the N., forming once a part of Coptas. Qoos, Apolinopolis-parva. No more remains left, but a Monolith converted into a tank, and to the north of the town is a well.

Thebes, *Diospolis magna*, on the eastern side, consisting of Karnak and Luxor: the *Lybian Suburb* on the west bank, consisting of Gormah, Medinet Haboo, the tombs of the Kings, Queens, &c.

KARNAK.—At least fifteen centuries combined to raise the great temple, the different ages of the various portions of the edifice being distinctly traceable, from the time of Osorkon I., (b. c. 1740) to the Ptolemies. On approaching the great western propylon, observe the holes (almost like windows, and by some described as such) for fixing the

flag-masts, as well as the recesses below, in which they were planted. After looking at the great hall of columns, and the obelisks, &c., notice particularly the granite sanctuary, which is a restoration of one destroyed by the Persians. It was raised by Alexander, in compliance with a vow of Phillip. On the *sandstone* wall that encloses and protects this sanctuary, observe (north wall) a very curious and rich offering, in which a Pharaoh presents to the temple, obelisks, flag-masts, gold, silver, &c. The sculptures deserve particular attention. Those on the outside of the southern wall relate to the conquests of Shishah, who plundered the temple of Jerusalem. The name of the place (Joudamallah) is legible on a cartouche, one of thirty led captives before the god of Thebes.

The whole north wall is covered with historical sculptures, all of which were originally painted, representing the conquests of Osirien, the father of Sesostris. Some little attention is required to see them well. One group is more curious than the rest: the king has caught his adversary with the bow-string, and is decapitating him. Notice the triumphal return to Thebes, and remark the Nile (distinguished by crocodiles) with a bridge thrown across it.

To the south of the great temple is a *tank*, then come several immense propyla, part of an avenue of sphinxes, and lastly some remains of a considerable temple which was surrounded by a lake.

To the north are other remains, with a handsome pylon of Ptolemaic date, and an avenue of sphinxes.

The temple, second in importance at Karnak, is of the Pharoanic period, but approached by a pylon of Ptolemaic date, at the extremity of the great avenue of sphinxes leading to Luxor. On the right of the first or hypœthral court, notice a sculpture illustrating the manner in which the *flag-masts* were raised before the temples. Adjoining this temple, and on its west side, is a small temple of Oph, in which travellers sometimes lodge.

From Karnak to Luxor, it is easy to trace the line of sphinxes, which connected the palace of the latter with the temples of the former.

Luxor, with the exception of the sanctuary, is entirely Pharoanic, having been founded by Amanoph III., and finished by Remeses II., in the 15th century B.C. The granite sanctuary, like that of Karnak, is a restoration, and of the same age. In one of the halls, approachable from the river side, observe a curious set of sculptures, relative to the birth of the founder of the palace. His mother, the queen, is seated on the stool of accouchement, surrounded by midwives and genii. The latter present him the emblem of life. A little farther on, the infant is presented to and caressed by Amunre; and Thoth, the god of letters, is choosing for him his prenomen, 'sun, lord of justice and of truth.'

To see the interesting sculptures on the great propylon, it is necessary to visit the palace at an early hour. They relate to the conquests of Remeses II., but much attention is required to make out their details. In the midst of the fortified camp is a lion, the companion of Sesostris in war.

Lybian Suburb.—To see the tombs of the kings, one night should be passed in the valley of Biban el Melook ; but the entrance of one of the excavations affords sufficient accommodation. That of Belzoni is usually preferred.

Belzoni's tomb (that of Osirien, whose conquests are depicted on the north side of the great temple of Karnak), is the most magnificent ; next to that, the tomb of Remeses III. is the most interesting. It is near an angle of the rock, and will be readily distinguished by the recesses on either side of the principal shaft. These little cabinets contain some exceedingly curious sculptures or paintings, and it is from one of them that Bruce drew his harp scene.

The tombs of the Queens are in a separate valley to the west of *Mehdenet Habor*.

At Goorneh (old Goorneh) is the palace of Osirien. In the Aposiet are some remains of a very ancient temple of which a portion is cut in the rock,—an arch (not masonic) very similar to those of Abydus. Between the Aposiet and the Memnonium are many tombs deserving attention.

The Memnonium (now perhaps more properly called the Remeseseion, *i. e.* 'Remeseseion,' the 'house of Remeses') is of the most uniform and elegant of Egyptian structures. Pay particular attention to all the battle scenes, to the immense statue of Remeses II., supposed to have weighed nearly a thousand tons, to the circumstance of the bases of the columns of the hepastyle being made seats—to a very remarkable sculpture at the western extremity of the

hall—to the private apartments which follow—the Pharaoh seated in the sacred Persia—the next apartment supposed to be the library—traces of gilding on the doorways, &c.

The Colossi in the Plain.—Of these the northern one is the vocal statue of the ancients. It is of Amunoph III., the founder of Luxor, who reigned in the XVth century, B.C. Wilkinson discovered the means of deception: a stone which when struck, produces a sound similar to that described by Strabo and Pausanias, is still to be found in the lap. The other statue bears the same cartouches, and both are supposed by Wilkinson to have stood at the commencement of a dromio or avenue of the sphinxes running nearly twelve hundred feet towards an indistinct mass of buildings now called Kom el Hattan. Champollion and some architects, suppose that they stood before a propylon.

Mehdenet Habor.—A temple-palace, a private palace or Harem, and a temple. The Harem is very interesting, but partly destroyed. It consists principally of a pavilion in advance of the palace, and in it are some curious sculptures, among which the king is represented playing chess with his ladies. A ladder is necessary.

The great temple-palace is remarkable not only for its architecture, but for the sculptures representing the conquests of Remeses III., (about the XIIIth century, B.C.) These are particularly remarkable in the hypœthral court, where there is exhibited in the northern side, a magnificent pageant, the coronation of the Pharaoh. The whole exterior of the northern side of building is covered with battle scenes. Among the heaps of hands poured out be-

fore the conqueror are *lion's paws*. There are also heaps of Phalia.

The great lake, for the ceremonics of the dead (the hippodrome of the French savans), will be best distinguished from the top of the pavilion. There are several other remains, and tombs without number.

There is no trace, whatever, of a wall of circumvallation, though the crude brick enclosures of the temples still remain.

We add to the above, the observations of other writers upon the subject of some of the most interesting of these wondrous antiquities :—

LUXOR.—In approaching this temple from the north, the first object is a magnificent propylon, or gateway, which is two hundred feet in length, and the top of it fifty-seven feet above the present level of the soil. In front of the entrance are the two most perfect obelisks in the world, each of a single block of red granite, from the quarries of Elephantine ; they are between seven and eight feet square at the base, and above eighty feet high ; many of the hieroglyphical figures with which they are covered are an inch and three quarters deep, cut with the greatest precision. Between these obelisks and the propylon are two colossal statues, also of red granite ; though buried in the ground to the chest, they still measure twenty-one and twenty-two feet from thence to the top of their mitres. The attention of the traveller is soon diverted from these masses, to the sculptures which cover

the eastern wing of the north front of the propylon, on which is a very animated description of a remarkable event in the campaigns of Osymandrias or Sesostris. The ruined portico, which is entered from the gateway, is of very large dimensions, from this a double row of seven columns, with lotus capitals, two and thirty feet in circumference, conducts you into a court, one hundred and sixty feet long, and one hundred and forty wide, terminating at each side by a row of columns, beyond which is another portico of thirty-two columns, and the adytum, or interior apartments of the building.

The temple of Luxor was probably built on the banks of the Nile for the convenience of sailors and wayfaring men ; where, without much loss of time, they might stop, say their prayers, present their offerings, &c. Great and magnificent as it is, it only serves to shew us the way to a much greater, to which it is hardly more in comparison than a kind of porter's lodge ; I mean the splendid ruin of the temple at Karnak. The distance from Luxor to Karnak is about a mile and a half, or two miles. The whole road was formerly lined with a row of sphinxes on each side. At present these are entirely covered up for about two-thirds of the way, on the end nearest to Luxor. On the latter part of the road, near Karnak, a row of criosphinxes (that is, with a ram's head and a lion's body), still exist on each side of the way.

KARNAK.—The name of Diospolis is sufficient to entitle us to call the grand temple at Karnak the temple of Jupiter. This temple has twelve principal entrances, each of which is composed of several propyla and colossal gate-

ways, or *moles*, besides other buildings attached to them, in themselves larger than most other temples. One of the propyla is entirely of granite adorned with the most finished hieroglyphics. On each side of many of them have been colossal statues of basalt, breccia, and granite; some sitting, some erect, from twenty to thirty feet in height.

The body of the temple, which is preceded by a large court, at the sides of which are colonnades of thirty columns in length, and through the middle of which are two rows of columns fifty feet high, consisting, first of a prodigious hall, or portico, the roof of which is sustained by one hundred and thirty-four columns, some of which are twenty-six feet in circumference, and others thirty-four; there are four beautiful obelisks marking the entrance by the adytum, near which the monarch is represented as embraced by the arms of Isis.

The adytum itself consists of three apartments, entirely of granite. The principal room, which is in the centre, is twenty feet long, sixteen wide, and thirteen feet high. Three blocks of granite from the roof, which is painted with clusters of gilt stars, on a blue ground. Beyond are other porticoes and galleries, which have been continued to another propylon, at the distance of two thousand feet from that at the western extremity of the temple.

It may not be uninteresting to add a few particulars relative to this temple, the largest, perhaps, and certainly one of the most ancient in the world.

Two of the porticoes within it appear to have consisted of pillars in the form of human figures, in the character of

Hermes, that is, the lower part of the body hidden, and unshapen, with his arms folded, and in his hand the insignia of divinity; perhaps the real origin of the Greeian Caryatides.

Exclusive of these columnar statues, which have been thirty-eight in number, and the least of them thirty feet high, there are fragments, more or less mutilated, of twenty-three other statues, in granite, breccia, and basalt; seventeen of which are colossal, and have been placed in front of the several entrances. They are in general from twenty-five to thirty feet in height, and executed in the best Egyptian style.

BIBAN-OOL-MOOLK, OR THE TOMBS OF THE KINGS, is a most dismal-looking spot, a valley of rubbish, without a drop of water or blade of grass. The entrance to the tombs looks out from the rock like the entrance to so many mines; and were it not for the recollections with which it is peopled, and the beautiful remains of ancient art which lie hid in the bosom of the mountain, would hardly ever be visited by man or beast. The heat is excessive, from the confined dimensions of the valley, and the reflection of the sun from the rock and sand. The whole valley is filled with rubbish that has been washed down from the rock or carried out in the making of the tombs with merely a narrow road up the centre.

Diodorus Sieulus states, on the authority of the Egyptian priests, that forty-seven of these tombs were entered in their sacred registers, only seventeen of which remained in the time of Ptolemy Lagus. And in the 180th Olymp-

piad, about 60 years B.C., when Diodorus Siculus was in Egypt, many of these were greatly defaced. Before Mr. Belzoni began his operations in Thebes, only eleven of these tombs were known to the public. From the great success that crowned his exertions, the number of them is nearly double. The general appearance of these tombs is that of a continued shaft, or corridor, cut in the rock, in some places spreading out into large chambers; in other places small chambers pass off by a door from the shafts, &c. In some places, where the rock is low and disintegrated, a broad excavation is formed on the surface, till it reaches a sufficient depth of solid stones, when it narrows, and enters by a door of about six or eight feet wide, and about ten feet high.

The passage then proceeds with a gradual descent for about a hundred feet, widening or narrowing, according to the plan or object of the architect, sometimes with side chambers, but more frequently not. The beautiful ornament of the globe, with the serpent in its wings, is sculptured over the entrance. The ceiling is black, with silver stars, and the vulture, with outspread wings, holding a ring and a broad feathered sceptre by each of his feet, is frequently repeated on it, with numerous hieroglyphics, which are white or variously coloured. The walls on each side are covered with hieroglyphics, and large sculptured figures of the deities of Egypt, and of the hero for whom the tomb was excavated. Sometimes both the hieroglyphics and the figures are wrought in intaglio; at other times they are in relief; but throughout the same tomb they are generally all of one kind. The colours are green, blue, red, black, and yellow, and in many instances are as fresh and vivid as if they had not been laid on a month.

Intermixed with the figures, we frequently meet with curious devices, representing tribunals where people are upon their trials, sometimes undergoing punishment; the preparation of mummies, and people bearing them in procession on their shoulders; animals tied for sacrifice, and partly cut up; and occasionally the more agreeable pictures of entertainments, with music and dancing, and well-dressed people listening to the sound of the harp played by a priest, with his head shaved, and dressed in a loose flowing white robe, shot with red stripes.

Two other colossal statues, called also by some the statues of Mennnon, are in the plain, about half way between the desert and the river. They are about fifty feet high, and seated each on a pedestal six feet in height, eighteen long, and fourteen broad. The stone of which they are formed is of a reddish grey.

These two statues are by the Arabs familiarly called Shamy and Damy.

MEDINET HABOO.—One outward inclosure, or brick wall, seems to have contained three distinct, though connected buildings, to which we may arbitrarily assign the names of the chapel, the palace, and the temple. The principal entrance to the palace from the plain being blocked up, it is only to be approached now by a side doorway from the pronaos of the chapel. Of this building, which may once have been the residence of the sovereigns of Egypt, one tower only is remaining. This was divided into three stories, in each of which are two apartments. The stone pavement of the lower rooms is still perfect, but

the upper floors and the wooden beams which supported them have entirely disappeared. The interior walls have not such a profusion of sculptures as those without. At each side of one of the windows is an Isis, with the hawk's wing, kneeling, and wearing the lunar crescent on her head. At another window are four projecting sphinxes; and in a corner of one of the rooms are two females, with baskets of lotuses on their heads, carrying a plate of eakes to the king, who is sitting; before him stands another female, with the same head-dress, stretching out her arm, while he puts some of the delicacies into his mouth.

Ebek, the most northern of all the Theban monuments, is only remarkable because the plan on which it is constructed is very different from that of all other temples in Egypt. It has a single row of columns in front, and the rest of the building is distributed into a variety of comparatively small apartments.

MEMNONIUM.—The term Memnonium is used by Strabo to designate that part of ancient Thebes, which lies on the western side of the river. The French savans, however, without any sufficient reason, have restricted it to the magnificent ruin which we are going to describe. This beautiful relic of antiquity looks to the east, and is fronted by a stupendous propylon, of which two hundred and thirty-four feet in length are still remaining. The propylon stands on the edge of the soil; but the area cultivable, or space for the Dromos behind it, is floored by the solid rock, on which the rest of the temple is erected. The eastern wall is much fallen down, and both ends are greatly dilapidated. Every stone in the propylon appears

to have been shaken and loosened in its place, as if from the concussion of an earthquake, for no human violence seems adequate to produce such an effect in such an immense mass of building as that under consideration. A stair enters from each end, by which to ascend to the top of the propylon, from which passages go off in a number of chambers, as in the temples of Phylæ Edifore, &c.

This colossus measures six feet ten inches over the foot, and sixty-two or sixty-three feet round the shoulders. It has been broken off at the waist, and the upper part is laid prostrate on the back; the face is entirely obliterated, and next to the wonder excited at the boldness of the sculptor who made it, and the extraordinary powers of those who erected it, the labour and exertions that must have been used for its destruction are most astonishing. It could only have been brought about with the help of military engines, and must then have been the work of time. Its fall has carried along with it the whole of the wall of the temple which stood within its reach. It was not without great difficulty and danger that we could climb on its shoulder and neck; and in going from thence upon its chest, assisted by Arab servants.

DENDERA.—The centuries that this great temple of Venus has seen, have scarcely affected it in any important part; and have given it no greater appearance of age and ruin, than what serves to render it more venerable and imposing. After seeing innumerable monuments of the same kind throughout the Thebaid, it seemed as if we were now arrived at the highest pitch of architectural

excellence that was ever attained on the borders of the Nile. Here we found concentrated the united labour of ages, and the last effort of human art and industry in that regular uniform line of construction, which had been adopted in the earliest times. After admiring the general effect of the whole mass, its elegance, solidity, correct proportions and graceful outlines, it was difficult to decide, what particular objects were to be first examined. Whether its sculptures or paintings, typical and ornamental, the distribution of the interior apartments, the details of the capitals and columns, the mystical meaning of particular representations here seen for the first time; the Zodiaes,* or the other celestial phenomena, sculptured on the ceilings; all seemed objects of high interest and importance, all invited a nearer and closer inspection. The portico consists of twenty-four columns in three rows, each above twenty-two feet in circumference, thirty-two high, and covered with hieroglyphics. The peculiar form of the square capital, with a front face of the goddess on each side, particularly attracted our attention. We were at first struck by the singularity of an idea, so foreign to the common notions of Greek architecture: but the eye is soon reconciled to it, and the solemn and mild monotony of these faces impresses the spectator with a silent reverential awe, a willing conviction of the immediate presence of the deity of the place in her most gracious character: and, indeed, the Greeks, in their Caryatides, seem in some degree to have added their sanction to the principle.

The sekos, or the interior of the temple, consists of

* The principal Zodiac has since been removed.

several apartments, all the walls and ceilings of which are in the same way covered with religious and astronomical representations. The roofs are like the rest in Egypt, flat ; the oblong masses of stone resting on the side walls ; and when the distance of these is too great, one or two rows of the columns are carried down the middle of the apartment, by which the roof is supported. The capitals of these columns are very richly ornamented with the budding lotus, the stalks of which being carried down some way below the capital, give the shaft the appearance of being fluted, or rather scolloped.

The following gleaned from other sources will, perhaps, be also acceptable as a guide to the sight-seer.

No person ought to leave Egypt without visiting Assowan and Philœ, particularly if he go up as high as Thebes, for he can form no correct judgment of Egypt and her wonderful and gigantic works, unless he sees the temples and shrubberies at Esireh Fdjou, Koon, Ombes, Assowan, and Philœ, as well as those in the Thebaid and at Tentyra. By traversing Egypt from Alexandria to Assowan, you can with ease inspect all those wonderful remains of labor and art, unequalled in the world for extent or size as architectural works, and which, to the mind of the observer, place beyond doubt the wealth, the power, the science, and great population of ancient Egypt. To attempt to convey to a person who has not seen structures of the kind any idea of what these ruins are, is out of the question. In the granite quarries at Assowan, from whence these immense monuments were taken, are two unfinished sarcophagi and an obelisk cut and formed, but still attached to the native rock. The obelisk is shaped

out and cut round on all sides except its under one, a bed which still attaches it to the rock. It measures 76 feet in length, and 12 feet broad, and in depth to the drift sand in which it has imbedded itself six feet thick. The marks of the workman's chisel and wedge, with which instruments it appears these immense masses have been disjoined from the native rock, are as fresh as if they had been applied but yesterday. It is inconceivable how such entire masses could have been taken from their bed to the Nile, a distance of at least a mile and a half, and from thence transported to where we see them still standing, seventy, eighty and ninety feet in height, and eight, ten and twelve feet square at the base as at Luxor, Karnak, Heliopolis, Frorun, and at Alexandria, covered with deeply engraved figures and hieroglyphics, in some places still bearing a glossy and fresh polish. In the island of Philœ there are some beautiful and extensive remains of Egyptian, as also one of Grecian, architecture. Leaving Luxor in the night of the third of May, we arrived at Khennéh the following day, and after visiting the temple of Hentyra or of Isis on the opposite bank of the Nile, and remaining an hour or two at Khennéh, we left that place for Cairo, where we arrived on the sixteenth of the same month.

Passing through the palm-tree grove which covers the high ridge, or mound, formed by the ruins of the ancient Memphis, the traveller approaches a small open circular plain, which is supposed to have been the Archerusian Lake of the City; on the south side of this, the large colossal statue of Sesostris is to be seen. It was discovered and laid open by Mr. Sloan and M. Coriglier, and is the most perfect statue in Egypt, and the most beautifully formed. It lies with its face downwards. It is broken off

below the ankle, and the entire length of the block now remaining is thirty-six feet six inches. The ruins of the edifice before which it had stood, are apparent under the rubbish which surrounds the place. The ancient Necropolis of Paccachia ; or as some writers suppose, of the city of Memphis, extends for miles round the pyramids. Indeed, from the pyramids of Dashores to those of Cheops and Copprieves, is one continued burying-ground. The pyramids of Dashores, as well as those of Saccachara, and the excavations and tombs in the rocks may be inspected in one day. We landed at Goza, and took donkeys, and passed the day in visiting the large pyramids. The following morning we passed the island of Rhode, visited the Nilometer, and after sailing down about half a mile, and passing the aqueducts of Lubuddia, about one-hundred yards, landed again on the island, and entered the gardens of Ibrahim Pasha.

Another writer gives the following outline of the interesting sights to be seen on the Nile.

On the eastern bank, eight miles to the south of Cairo, quarries of Maasara, from which the stone used for part of the casing of the pyramids was taken. Some hieroglyphic tablets, in one of which oxen are represented drawing a stone placed on a sledge. A little beyond the modern village is an inclined road, which leads from the quarries to the river. Thirty miles further to the south, on the same bank, is Atfœeh, mounds of Aphroditopolis, no ruins. False pyramid on opposite bank, three miles beyond El Feshu, and on eastern bank, remains of crude brick, the walls of an ancient village, called El Hœbec and some hieroglyphics.

From Beuisooef is the road to the Fyoom, which when the Nile is low, may be visited conveniently. A brick pyramid at Illahoon, another at El Howâra, and vestiges of the labyrinth, obelisk at Biggig, ruins on and near the lake Mœris, and at Qasr Kharoon. From Aboogirgeh is the shortest road to Bahnasa (Oxyriuchus) mounds, no ruins, Gebel é Tayr, north-end, grotto or rock temple, called Babyn, convent further to the south, eight miles below Minyeh is Tehneh (Acoris) on eastern bank, a Greek Ptolemaic inscription on the face of the cliff, tombs hewn in the rock, with small inscriptions at the doors, Roman figures in high relief, on the upper part of the rock, some hieroglyphic tablets, quarries on the top of the mountain, a tank, &c.

Same (eastern bank) seven miles above Minyeh, Komahmar, some grottoes, and ruins of an old town, nine miles farther (eastern bank), Beni Hassan, very fine grottoes, with curious paintings, and about a mile and a half farther, a grotto, or rock temple, of Pasht (Bubastis, or Diana) the Specos Artemidos, eat mummies in the ravine.

Antinoe, now Shekh Abadeh, few remains of the town, a theatre, the principal streets, baths, &c., outside the town, on the east is the hippodrome. The grottoes in the mountain are unsculptured, and have some Christian inscriptions. A little to the north of Antinoe are the remains, apparently, of Besa, scarcely worthy of a visit.

At El Bersheh, a grotto on the mountain, in which a colossus is represented on a sledge. At Oshmoonayn (western bank) no remains of Hermopolis Magna. At Gebel Toona, a mountain, skirting the desert to the west

are mummy pits, a tablet of hieroglyphics, and statues in high relief. At Mellawee, and at Tamoof Tanis, superior mounds, but no ruins. At Shayda, at corner of mountains, on eastern bank, crude brick walls, and some grottoes.

At Shekh Said, the mountains recede to the eastward, leaving the river, and a little beyond is the village of Tel el Armarnar, to the north of which are the remains of a small town, and to the south the ruins of a city, which I suppose to be Alabastron: all the stone buildings have been quite destroyed, but some of the brick houses remain, near the crude brick towers of the temple are the largest houses. To the east are several fine grottoes in the face of the mountain, with curious sculptures, and on the summit of it is an ancient alabaster quarry. Six miles below Maufaloot, at el Haryib ruins of an old town, in a ravine of the Gebel Aboolfaydee, numerous dog and cat mummies, near El Maabdeh, opposite Maufaloot, crocodile mummies in chambers of great extent in the mountain.

At E'Sioot (Lycopolis), the capital of Upper Egypt, grottoes, wolf mummies; the modern cemetery is prettily laid out. Gow (Antæopolis) a few stones of the temple, close to the river, some grottoes at the corner of the mountain, to the north, below Gow, but not containing good sculpture. Shekh Hereedee, small grottoes, Roman statue at the base of the mountain, cut out of a piece of a rock. The snake of Shekh Hereedee is still supposed to perform cures.

To the west of Soohag, near the corner of mountains, old town of Athribes, a Greek inscription in the ruined

temple, grottoes in the mountain ; and to the north is the white monastery, or Dayr Amba Shuodee, nearly opposite Soohag is E'Khmim (Panopolis) Greek inscription of the temple of Pan, and some remains of other stone buildings.

Mensheeh (Ptolemais Hermii), western bank, eight miles above E'Khmim, remains of a stone quay. From Girgeh go to Abydos, three hours ride, and send on the boat to Bellianeh, returning to it in the evening, two hours ride, or coming down the river, stop at Bellianeh, and send on the boat to Girgeh. At Abydos two temples and many tombs.

How (Diospolis parva) has very few remains of Ptolemaic or Roman time. In mounds at the ridge of the desert, a mile and a half south of How, some tombs, one of Dionysius, son of Ptolemy, has some sculpture.

Qasr e Syad (Chenoboscion), remains of a quay; about one mile beyond the eastern mouth of the canal of this village, are some very ancient grottoes, with kings' names. Dendera (Teutyris) opposite Qeneh, two temples, inscriptions, zodiac, &c. Qenah is famous for its manufacture of porous jars; from it, roads lead to Kossayr on the Red sea.

Qoft (Coptos), ruins of the old town, and of a temple, a Christian church, canals, &c., at the village of el Qala, to the north is a small Roman Egyptian temple.

Qoos (Appollinopolis parva), no more ruins left, at a well on the north of the town is a Ptolemaic monolith, with hieroglyphics, converted into a tank, and a few stone

remains of early time in the plain to the west, near a Shekh's tomb. Thebes (Diospolis magna), on the eastern bank, Karnac and Lugsor, on the west the tombs of the kings, private tombs, several temples, colossi of the plain, &c.

Erment (Hermonthis), west bank, temple and early Christian church. Tuot, or E'Selemeëh (Tuphium), on eastern bank, Ptolemy temple, much ruined, and concealed by the hovels of the peasants. Gebelaun, *i. e.* "the two hills," a small ancient town in ruins, and grottoes not worthy of a visit. At Tofnees and Assfoon, mounds of ancient towns, no ruins.

Esneh (Latopolis), fine portico, zodiac and quay. At Edayr, three miles to the north of Esneh, remains of a small temple of the Ptolemies and Cæsars, lately destroyed. Thirteen miles from Esneh, near el Qenan, ruins of a quay; on west bank and three miles farther, a small stone pyramid, opposite the quay, is the junction of the limestone and sandstone. Four miles beyond, on eastern bank, is el Kab (Eilethyas), ruins of a very ancient town, the temples lately destroyed, curious grottoes in the mountain, and a short distance up the valley are three small temples. In the bed of the ravine are ponds encrusted with natron.

Edfoo (Apollinopolis magna) two temples. Eleven miles above Edfoo, and on the eastern bank, remains of an old town, on face of hill, fortified with towers of Arab construction. Silsilis (now Hagar Silsili), quarries of sandstone, used for building the temples of Upper Egypt, tablets and grottoes. Komombo (Ombos), two temples, ancient stone

gateway, in a crude brick wall on the eastern side of the enclosure of the temples, houses burnt.

At E'Sooan (Syene), ruins of a small temple of Roman date, some columns, Saracen wall, and Cufic tombstones, granite quarries, in one of which is a broken obelisk, Latin inscription of Caracalla near another quarry, road to Philæ, and wall, numerous hieroglyphic tablets on the rocks. Island of Elephantine, opposite the projecting rocks of E'Sooan is the Nilometer, which is a staircase, with Greek inscriptions relating to the rise of the Nile. Granite gateway, bearing the name of Alexander, the son of Alexander the Great.

At the northern end of the cataract in the island of Schayl, few vestiges of a temple, hieroglyphic tablets on the rocks. Go from E'Sooan to Schayl in a boat, and ride to Philæ. At Philæ, temples and ruins. Islands of Biggeh, opposite Philæ, to the west, ruined temple, tablets, &c., &c.

NUBIA.

DABODE (Parembole), temple, west bank. Kerdassy, ruins and quarries. Tafa (Taphis), two small ruins, and stone enclosures. Kalabshee (Talmis), large temple, quarries, and on hill behind it, to the northward, a small but interesting temple, called Bayt el Wellee, cut in the rock. Dandoor, temple. Gerf Hossayn (Tutzis), temple, cut in the rock, of the time of Rameses II.

Dakkeh (Pseleis), temple of Ptolemaic and Roman date. It has also the names of two Ethiopian princes, Ergamun, or Ergamenes (mentioned by Diodorus iii. 6, as a contemporary of Ptolemy Philadelphus) and Ataramun, many Greek inscriptions. Opposite Dakkeh, ruins of Contra Pseleis, or of Metacompos.

Corte (Corti), few remains. Maharraka, or Oofideena, ruins of Hierasyamenon, style bad, and all of late date. Isis is represented under the fig-tree. Taboaa, temple of the time of Rameses II., with avenue of sphinxes; the adytum is cut in the rock, the rest built. Hassain, or Amada, a temple of Thothmes, ancient, nearly opposite to it in Dayr or Derr, on east bank, the capital of Nubia, which has a temple cut in the rock, of the time of Rameses II.

Ibreem (Primis parva), part of the ancient wall on south side of town, remains of a stone building amidst the houses, some small grottoes below the town near the river. Aboosimbel, two temples cut in the rock, the finest Egyptian monuments out of Thebes; they are of the time of Rameses II.

At Ferayg, nearly opposite, on east bank, a small temple in the rock. Farras, on west bank, few remains, grottoes with Coptic inscriptions, some distance from the river. Wadee Alfeh, remains of three buildings on west bank, fine view of the second cataract from a rock on the same bank, a short walk to the south of Wadee Halfeh.

A day and a half beyond Wadee Halfeh are the two small temples of Samneh and the third cataract.

The distances from the Mediterranean to the second cataract are as follow:—

From Rosetta to Cairo	about 110 miles.
" Cairo " Benisoef	83 "
" Benisoef " Minyeh	85 "
" Minyeh " E'Sivot	106 "
" E'Sivot " Girgeh	97 "
" Girgeh " Qeneh	79 "
" Qeneh " Thebes	49 "
" Thebes " Esneh	38 "
" Esneh " Esooan	100 "
" Esooan " Wadee Halfeh	219 "
 Total from Rosetta to Wadee Halfeh . . .	960 miles.

It may be interesting to the sportsman to know that, in the course of his river trip, he will occasionally find "food for powder." Game is by no means abundant, but here and there a random shot may be had at a gazelle; coves of partridges *have* been seen; rock-pigeons are numerous; and the rifle may afford some sport in the land of crocodiles.

The gazelle, ibex, *kebsh* (or wild sheep), hare, fox, jackal, wolf, and hyæna, are still found in the valley of the Nile, or in the desert.

The "kebsh" frequents the eastern desert, principally in the ranges of primitive mountains, which, commencing about latitude $28^{\circ} 40'$ at the back of the limestone hills of the valley of the Nile, extend thence into Ethiopia and Abyssinia.

The Egyptian hare is a native of the valley of the Nile, as well as the two deserts. It is remarkable for the length of its ears, which the Egyptians have not failed to indicate in their sculptures; but it is much smaller than those of Europe.

The intelligent Denon has made a just remark on the comparative size of animals common to Egypt and Europe, that the former are always smaller than our own species, and this is exemplified by none more strongly than the hare and wolf.

In enumerating the wild beasts of the desert, it may not be irrelevant to observe, that the hyæna and wolf are seldom met with in unfrequented districts, or any great distance from the Nile, where they would suffer from want of food, and are therefore principally confined to the mountains lying a few miles from the edge of the cultivated land. The wolf is very rarely seen on the coast of the Red Sea, and few even of the watering-places of the interior of the desert are infested by it, or the hyæna.

The hippopotamus was always rare in Lower Egypt, but in Upper Ethiopia this amphibious animal is common in the Nile.

The crocodile, formerly an inhabitant of Lower Egypt and the Delta, now limits the extent of its visits northward to the districts about Inanfaloot.

VIGO, OPORTO, LISBON AND CADIZ.

For the information of such travellers who purpose varying their route to India by visiting these ports, by the Peninsular and Oriental Company's weekly packets, we annex short sketches of each place, and the most interesting of the sights to be seen there.

England to Gibraltar, by the Peninsular Steamers, calling at Vigo, Oporto, Lisbon and Cadiz.—These steamers start, as already mentioned, from Southampton every Thursday afternoon. They proceed in the first instance to Vigo, to land the mails for that part of Spain, affording to the traveller a view of the magnificent scenery of Vigo Bay and the Bayona Islands. Thence the steamer proceeds close along the coast, which presents a splendid panoramic view of "mount and daie," with numerous towns and villages interspersed, until she arrives off Oporto, where she stops to land mails and passengers, but does not enter the port. The passengers, however, will have a good view of the Fortress of San Joa da Foz, the Convent of the Sierra at Villa Nova, &c., so celebrated in the war between Don Pedro and Don Miguel; also the City of Oporto, which looks very picturesque from the sea. Leaving Oporto, she holds her course on for Lisbon, and passing the Burlings Rocks, and Rock of Lisbon, will enter the Tagus generally on the fourth day from leaving Southampton.

Lisbon, &c.—The view of Lisbon on entering the Tagus is beautiful beyond description. The steamer usually remains here a day, before starting again on her passage

southward for Cadiz and Gibraltar, and this will enable travellers to take a cursory view of the Lusitanian capital, but it is recommended that they should, if time permits, stop a week here, proceeding to Cadiz or Gibraltar by the steamer of the following week.

There are very good hotels now at Lisbon, and the town is greatly improved in cleanliness, no longer deserving the character for filth, &c. bestowed upon it by Lord Byron and others. Among the various interesting excursions which may be made in the neighbourhood of Lisbon, of course the spot where

“ Cintra’s glorious Eden intervenes
In variegated maze of mount and glen,”

will not be forgotten, and will amply repay the trouble of a visit.

From Lisbon to Cadiz the passage is made in ordinary circumstances in about twenty-six to thirty hours, and from Cadiz to Gibraltar in about eight hours.

Cadiz, Seville, &c.—The steamer remains at Cadiz only from three to four hours; but even this will enable the passenger to see the principal part of the town, which is exceedingly clean and handsome; and its appearance in approaching the bay of Cadiz singularly beautiful and striking. If the traveller can afford to stop for the next weekly steamer, he may make an excursion to Seville, between which and Cadiz steamers run almost daily. Xerez de la Frontera, and Puerto de Santa Maria, with the extensive *Bodegas* of the wine merchants, are also well worthy of a visit.

A P P E N D I X (A).

THE annexed plans of the steamers, and references therein, shew the cabins and their capabilities; nevertheless, any person who feels disposed to incur the expense, can, under agreement with the "Peninsular and Oriental Company," have the whole of the best cabin the vessel affords entirely to himself.

As a guide to the cost of a berth, or cabin, it is only necessary to mention the rates at which passengers can be accommodated, according to the berth or cabin they occupy.

FROM SOUTHAMPTON.	BERTH.	CABIN.
To Alexandria only, lady or gentleman	- - -	£46 10s.—£69 5s. to £153

FROM SOUTHAMPTON.	BERTH.	CABIN.
To Ceylon, for a lady	- - -	£135—£213 to £233
Madras, ditto	- - -	£143—£223 to £243
Calcutta, ditto	- - -	£153—£233 to £253

FROM SOUTHAMPTON.	BERTH.	CABIN.
To Ceylon, for a gentleman	- - -	£128—£203 to £233
Madras, ditto	- - -	£133—£213 to £243
Calcutta, ditto	- - -	£143—£223 to £253

DOUBLE CABINS.

FROM SOUTHAMPTON.	BERTH.	CABIN.
To Ceylon (for two persons)	- - -	£326 to £356
Madras	- - -	£336 to £356
Calcutta	- - -	£356 to £406

The above charges include every expense, except hotel expenses in Egypt, and wines, beer, and spirits, while passing between Alexandria and Suez. (See page 26.)

For an estimate of the expense of proceeding from Suez to Bombay, the reader is referred to the East India Company's Regulations, page 39; see also James Barber and Co.'s circular.

TARIFF

OF DUTIES WHICH ARE LEVIED ON THE IMPORTATION
OF THE FOLLOWING ARTICLES.

NOTWITHSTANDING the advice already given in this little volume, we repeat that passengers would always save themselves much trouble, and, by facilitating the examination of luggage, their fellow-travellers great delay, if they would take the precaution to pack goods liable to duty in a separate case, marked "duty goods," and leave it in charge of Mr. Hill, the "Peninsular and Oriental Company's" custom-house agent at Southampton, who always goes on board the steamer on its arrival, and who will punctually forward it as directed. They should, at the same time, deliver to Mr. Hill a list of the contents and the value of each article, bearing in mind that duty is chargeable on the value of the article in England, without reference to its cost price, and that, provided the revenue officer does not approve of the declared value made by the owner of the goods, he can seize the same, in which case, the declared value, with an additional ten per cent., is paid to the owner.

As a general guide, it is recommended that the *cost price* be given to Mr. Hill, and that he be left to estimate the duty, his great experience qualifying him to do so.

Cotton must not be used for packing goods of any description by the overland route ; it occasions great difficulty, and subjects them to seizure, under the quarantine laws.

	Ad valorem Duty.		
	£	s.	d.
MUSLINS , embroidered - - - - - per cent.	20	0	0
BOMBAY MANUFACTURE , cases or boxes, of similar description - - - - - ,	20	0	0
BROCADE , of gold and silver - - - - - ,	20	0	0
WOOL , manufactured - - - - - ,	20	0	0
IVORY MANUFACTURES , or Toitoise Shell and Fur- niture - - - - - ,	20	0	0
CONDIMENTS, CURRY, &c. - - - - - ,	20	0	0
GRASS-CLOTH - - - - - ,	15	0	0
MANUFACTURED SKINS - - - - - ,	10	0	0
SHAWLS , Cachniere - - - - - ,	7	10	0
MUSLIN , plain - - - - - ,	5	0	0
SKINS , Tiger, dressed - - - - - ,	5	0	0
FEATHERS , Ostrich - - - - - per lb.	1	10	0
, undressed - - - - - ,	0	0	1
PADDY-BIRD - - - - - ,	0	1	0
If several are put together, and can be called manufactured, on value - - - - - per cent.	20	0	0
CIGARS - - - - - per lb.	0	9	0
SNUFF - - - - - ,	0	0	6
SILVER 1s. 6d. per oz., and on value per cent.	0	10	0
SWEETMEATS - - - - - 1d. per lb. to 0 0 6			
PICKLES - - - - - per gal.	0.	1	6

APPENDIX (B).

* * * *There is an addition of 5 per cent. on these duties, except on cordials and spirits.*

		£. s. d.
AGATES or CORNELIANS, not set	- per cent.	5 0 0
,, ,, Set	- - - ,,	15 0 0
BOOKS, of editions printed prior to 1801	the cwt.	1 0 0
,, ,, in or since 1801, in Foreign living languages	- - - - ,,	2 10 0
,, ,, in the dead languages or in the English language, printed out of England in or since 1801	- - - - - ,,	5 0 0
<i>(N.B. Pirated editions of English works, of which the copyright exists in England, are totally prohibited.)</i>		
,, English, printed in England (unless declared that no excise drawback was received on exportation)	- - - - - per lb.	0 0 3
CAMEOS	- - - - - per cent.	20 0 0
CHINA or PORCELAIN, plain or white	- ,,	15 0 0
,, ,, painted or gilt	- ,,	20 0 0
CIGARS (under 3 lbs. only allowed in a passenger's baggage)	- - - - - the lb.	0 9 0
<i>(N.B. If a greater quantity, a declaration required that they are for private use and a petition to customs for permission to import)</i>		

£. s. d.

CLOCKS (must have maker's name on face and on works) - - - - -	per cent.	10	0	0
WATCHES, (ditto ditto) ,,		10	0	0
CORDIALS and LIQUEURS (for the bottles, see WINE)				
	per gal.	1	10	4
COTTON, articles made up of - - - - -	per cent.	20	0	0
EAU DE COLOGNE, in flasks - - - the flask		0	1	0

*(N.B. If in other than ordinary flasks,
30s. 4d. the gal. and the bottle-duty.)*

EMBROIDERY and NEEDLEWORK -	per cent.	20	0	0
FLOWER ROOTS - - - - -	„	5	0	0
FLOWERS, Artificial, not of silk - - - - -	„	25	0	0
FURNITURE - - - - -	„	20	0	0
FRAMES, for pictures, &c. - - - - -	„	10	0	0
FURS and SKINS DRESSED, made up -	„	20	0	0
„ „ in pieces, not made up -	„	10	0	0
GLASS, flint or cut - - - - -	„	30	0	0
„ and further, the excise duty - the cwt.		0	7	0
JEWELLERY - - - - -	per cent.	10	0	0
JAPANNED OR LACQUERED WARE - - - ,		15	0	0
MAPS OR CHARTS, plain or coloured,				
	each map or part thereof	0	0	1
MAGNA GRÆCIA WARE, or ancient earthen vases				
	per cent.	5	0	0
MEDALS, not of gold or silver - - - - -	„	5	0	0
MODELS, of cork or wood - - - - -	„	5	0	0
MINERALS, specimens of, above 14 lbs. each	„	5	0	0
MUSICAL INSTRUMENTS - - - - -	„	15	0	0
MOCK PEARLS - - - - -	„	20	0	0
MARBLE, manufactured - - - - -	the cwt.	0	3	0
MOSAIC WORK, and SCULPTURED STONE the ton		0	10	0
„ small ornaments for jewellery	per cent.	20	0	0

		£. s. d.
PRINTS and DRAWINGS, plain or coloured, single	each	0 0 1
,,	bound or sewn	the dozen 0 0 3
PICTURES	- - - - -	each 0 1 0
,,	and further	- - the square foot 0 1 0
,,	being 200 square feet and upwards	each 10 0 0
PAINTINGS ON GLASS	- - - -	per cent. 5 0 0
,,	and further, the excise duty	
		the superficial foot 0 4 0
PLATE, of gold or silver, gilt or ungilt	per cent.	10 0 0
,,	also the stamp-duty. If intended for sale, it must be assayed, under the penalties and forfeiture regulating the standard for plate in	
England	- - - - -	per oz. 0 1 6
SEEDS, garden	- - - - -	the lb. 0 0 1
SILK, MILLINERY, turbans or caps	-	each 0 15 0
,,	hats or bonnets	- - - - - , 1 5 0
,,	dresses	- - - - - , 2 10 0
,,	or (and at the option of the officers)	per cent. 40 0 0
SILK HANGINGS, and other manufactures of silk	,,	30 0 0
TOYS	- - - - -	,, 10 0 0
VELVET, plain	- - - - -	the lb. 1 2 0
,,	figured	- - - - - , 1 7 6
WINE and SPIRITS, viz.:—		
Wine, in casks, all except Cape	the gall.	0 5 6
,,	in bottles, six to the gallon	,, 0 5 6
,,	and further, on the bottles	the cwt. 0 11 0

(*N.B. This is about 2s. 4d. the dozen on
Champagne bottles and 1s. 6d. on claret
and other bottles.*)

SPIRITS, in casks, must not be imported under twenty gallons	- - - - -	the gal. 1 2 10
,,	in bottles, the additional duty for the bottles, as wine bottles.	

THE FOLLOWING MAY BE IMPORTED FREE
OF DUTY.

BULLION, COINS, and MEDALS of gold or silver, and battered
PLATE.

DIAMONDS.

LIVE CREATURES, and other specimens illustrative of Natural
History.

PICTURES, SKETCHES, and DRAWINGS, on a declaration by the
proprietor (being a British subject), that they are of his
or her performance and not intended for sale.

PLANTS and TREES, alive.

SPECIMENS OF MINERALS, FOSSILS or ORES, of which each
specimen does not exceed 14 lbs. weight.

APPENDIX (C).

STEAM PASSAGE BETWEEN BOMBAY AND SCINDE.

MARINE DEPARTMENT.

The Honourable the Governor in Council is pleased to notify, that the fare of passengers, proceeding between Bombay and Scinde on the Government steamers, is fixed at the following rates, viz. :—

A lady or gentleman	Rs. 100
A child under ten years ,	50
„ „ one year	Free.

2nd. Passengers are required to pay the fare in advance, when proceeding from Bombay, to the Master Attendant, and must produce the certificate of this officer, that the fare has been paid, before they can be admitted on board. When proceeding from the out-port, payment must be made to the commander at the time of embarkation, or such security given for payment on arrival in Bombay, as the commander may consider satisfactory.

3rd. Each passenger accommodated at the commander's table is allowed to take two servants, finding their own provisions, and such reasonable quantity of baggage as the commander may consider proper, with reference to the number embarked and the state of the vessel.

4th. This notification applies to all passengers, with the ex-

ception of the officers of the army and navy, and of their families, for whom distinct rules have been established.

By order of the Hon. the Governor in Council,

P. M. MELVILL, Lieut.-Col.,
Secretary to Government.

Bombay Castle, 9th July, 1843.

MARINE DEPARTMENT.

Bombay Castle, 6th July, 1843.

The Right Hon. the Governor in Council is pleased to direct that the passage money of the officers and their families, proceeding on the Government steam vessels between Bombay and Scinde, be paid and recovered under the following rules, which are to take effect from the 1st of August next.

1. The commander will maintain a suitable table for his passengers, and will receive from Government for each passenger, lady or gentleman, the sum of rupees 48, and for each child above one and under ten years of age, rupees 24, children under one year will be taken free.

2. The commander's abstract of passage money due to him on the above account, will be payable at the Presidency pay-office only. The abstract for the outward voyage may be paid in advance or in arrear, at the commander's option; for the inward voyage in arrear only, and the latter abstract must be preferred within two days of the arrival of the vessel in Bombay, or the commander will be himself responsible for any loss that may in consequence follow.

3. The commander can claim the fare above authorized for such passengers only as appear on the quarter-master-general's list at the Presidency, or are admitted on board by order of the commanding officer through the senior naval officer on the

station at Kurrachee, or on the coast of Scinde. These lists and orders, or certified copies, are to be attached to the abstracts of passage money, and no claim will be admitted without such vouchers.

4. For the guidance of the paymaster in making the requisite recoveries, the fare to be regarded as divided into two parts, viz.—

Messing allowance, two-thirds or . . .	Rs.	32	0	0
Wine allowance, one-third or . . .	„	16	0	0
Total Rs.				48 0 0

5. When officers are entitled, under the existing regulations of the service, to a free passage, they will be liable to the charge for wine allowance, or 16 rupees only, in all other cases the full fare of 48 rupees must be made good. Ladies and children will be charged always with the full fare of 48 rupees and 24 rupees respectively.

6. For the outward voyage, all payments on account of passage money must be made to the paymaster in advance. The quarter-master-general will require the production of a certificate from the paymaster, that the authorized charge has been paid before he admits any name upon his list. When the list is made up, the quarter-master-general will transmit it to the superintendent of the Indian navy, and upon this list the commander's abstract will be discharged.

7. For the inward voyage, payments must necessarily be made in arrear. The government confidently expects that all officers will be careful to liquidate, without loss of time, whatever may be due from them, and the paymaster will report to Government the names of all officers who have failed to do so within a reasonable time, when measures will be taken to ensure the recovery, and at the same time to mark the displeasure of the Government.

8. The paymaster is authorized to deduct whatever may be due on account of passage money from any officer's abstract; he is expected to use every possible exertion to recover such debts on account of the Government, but he will not be held personally responsible, as in the case of his ordinary disbursements.

9. The fare to Mandavee in Cutch, or to Porebunder on the coast of Kattiwar, is fixed at 30 rupees, 10 rupees being the wine, and 20 rupees the messing allowance.

By order of the Hon. the Governor in Council,

P. M. MELVILL, Lieut.-Col.,
Secretary to Government.

PASSAGE BETWEEN SURAT AND BOMBAY.

RULES AND REGULATIONS FOR PASSAGE IN THE STEAMER "SIR JAMES CARNAC."

1ST CLASS CABIN.—A lady or gentleman is rupees 75 per each allowed to carry 75 cubic feet of baggage.

A child under ten years and above five, is rupees 30, with 30 cubic feet of baggage.

A child above one and under four years of age, is rupees 15, with 15 cubic feet of baggage.

NATIVES, 1ST CLASS.—A lady or gentleman is rupees 50, with 50 cubic feet of baggage.

A child under ten and above five years of age is rupees 25, with 25 cubic feet of baggage.

A child under five and above one year of age is rupees 12, with 12 cubic feet of baggage.

2ND CLASS CABIN.—A European or Native is rupees 30, with 30 cubic feet of baggage.

A child under ten and above five years of age is rupees 15,
with 15 cubic feet of baggage.

A child above one and under five years of age is rupees 7,
with 7 cubic feet of baggage.

3RD CLASS, OR 2ND DECK.—A European or Native is rupees 15, with 15 cubic feet of baggage.

A child under ten and above five years of age is rupees 7,
with 7 cubic feet of baggage.

A child under five and above one year of age is rupees 4,
with 4 cubic feet of baggage.

4TH CLASS.—Or forward deck to keep before the main-mast, is rupees 5, with 10 cubic feet of baggage.

A child under ten and above five years of age is rupees $2\frac{1}{2}$,
with $2\frac{1}{2}$ cubic feet of baggage.

A child under five and above one year of age is rupee 1,
with 1 cubic foot of baggage.

All under one year, free.

First Class passengers only will have their mess found on board
at the Commander's table.

All others to provide themselves.

Extra baggage will be charged at the rate of 8 annas per
cubic foot.

All treasure to be charged $\frac{3}{8}$ per cent.

All small parcels two rupees each.

Freight of a palanquin is rupees 20.

Any parties wishing to charter the steamer for a long or short
time, to make an arrangement with the manager.

All passage-money to be paid at the manager's office prior to
the shipping order being granted.

Passengers losing their passage will be considered to have
forfeited their passage money.

JEEJEEBHOY DADABHOY, SONS & Co.,

Managing Directors.

APPENDIX (D).

DISTANCES FROM CALCUTTA.

	British Miles.		British Miles.		
Adou, s.w.	-	1030	Boglepore, n.n.w.	-	268
Agra, w.n.w.	-	796	Bombay, w.	-	1185
Ajmere, w.n.w.	-	1035	Bhopal, w.	-	848
Allahabad, w.n.w.	-	498	Burdwan	-	75
Allyghur	-	816	Buxar, n.w.	-	446
Almorah	-	896	Cabul, n.w.	-	1815
Amedabad, w.	-	1219	Calberga, w.s.w.	-	1018
Amednuggur, w.	-	1033	Calingapatam, s.w.	-	480
Anjengo, s.w.	-	1577	Calpee, w.n.w.	-	657
Arracan, s.e.	-	551	Cambay, w.	-	1253
Arcot, s.w.	-	1085	Candahar, n.w.	-	2047
Ava, e.	-	1150	Canoge, w.n.w.	-	824
Aurungabad, w.	-	963	Cashmere (capital of),		
Azimghur	-	475	n.w.	-	1564
Backergunge	-	183	Cuttack, s.w.	-	251
Bahar, n.w.	-	297	Cawnpore, w.n.w.	-	628
Baitool	-	789	Chatterpour, w.n.w.	-	686
Balasore, s.w.	-	145	Chettor, w.n.w.	-	1079
Bancoorah	-	101	Chicacole, s.w.	-	498
Banda	-	613	Chittagong, e.	-	342
Bangalore	-	1161	Chittledroog	-	1175
Bauleah	-	145	Chunar, w.n.w.	-	433
Bareilly, w.n.w.	-	782	Cochin	-	1441
Barrackpore	-	16	Comorin Cape, s.w.	-	1770
Basseen, w.	-	221	Corah, w.n.w.	-	655
Beder, w.n.w.	-	980	Cuddapah	-	1007
Bednore, n.w.	-	1290	Dacca, n.e.	-	187
Beerbboom, n.w.	-	127	Dharwhar	-	299
Bellary	-	1090	Deesa	-	1300
Benares, w.n.w.	-	428	Delhi, n.w.	-	900
Bhooj	-	1324	Dinagepore, n.	-	259
Bijnore	-	905	Dinapore, n.w.	-	376
Bisnagur, s.w.	-	1120	Ellichpour, w.	-	796
Broach, w.	-	1228	Ellore, s.w.	-	748

	British Miles.		British Miles.
Etawah, w.n.w.	- 719	Napaul, n.n.w.	- 560
Ferozepore	- 1161	Narwah, w.n.w.	- 817
Futtyghur, n.w.	- 711	Nusseerabad	- 1018
Futtypore	- 585	Ootacamund	- 1342
Ganjam, s.w.	- 382	Ongole, s.w.	- 873
Ghazeepore, n.w.	- 431	Oude, n.w.	- 562
Goa, w.s.w.	- 1359	Patna, n.w.	- 369
Golconda, s.w.	- 907	Pondicherry, s.w.	- 1157
Gorruckpore	- 325	Poonah, w.s.w.	- 1107
Guntoor	- 807	Purneah, n.	- 282
Gwalior, w.n.w.	- 782	Rajahmundry, s.w.	- 690
Hansee	- 995	Ramghaut, n.w.	- 879
Hussingabad Ghaut, w.	864	Ruttumpour, w.	- 493
Hydrabad, w.s.w.	- 972	Salem	- 1221
Indore, w.	- 970	Samulcotta	- 664
Jeypoor, w.n.w.	- 975	Sattarah, s.s.w.	- 1180
Jaulnah	- 932	Saugur, w.	- 742
Juanpore	- 466	Seetapoor	- 671
Jumulpore	- 301	Seringapatam, s.w.	- 1236
Kaira	- 1204	Sholapoor	- 1162
Lahore, n.w.	- 1356	Sindy, or Tatta, w.	- 1602
Lassa, n.n.e.	- 850	Sirong, w.	- 849
Lucknow, n.w.	- 649	Sumbulpour, w.s.w.	- 309
Madras, s.w.	- 1030	Surat, w.	- 1238
Madura, s.w.	- 1336	Sylhet, n.e.	- 332
Mangalore	- 1359	Tanjore, s.w.	- 1257
Masulipatam, s.w.	- 797	Tannah	- 1198
Midnapore, w.	- 69	Tellicherry	- 1307
Mirzapore, n.w.	- 455	Trichinopoly, s.w.	- 1254
Monghyr, n.w.	- 304	Vellore	- 1100
Moorshedabad, n.	- 118	Vingorla	- 1370
Muttra, w.n.w.	- 818	Vizagapatam, s.w.	- 557
Mysore, s.w.	- 1246	Viziapour, w.s.w.	- 1183
Nagpour, w.	- 677	Yellore	- 1160

DISTANCES FROM MADRAS.

	British Miles.		British Miles.
Adoni, n.w.	- 310	Alleppee	- - 470
Ahooor	- 186	Amedabad, n.w.	- 1050
Ajmere, n.n.w.	- 1272	Anantapore	- - 293
Agra, n.	- 1238	Arcot, w.s.w.	- - 71
Allahabad, n.	- 1151	Arnee	- - 81

	British	Miles.		British	Miles.
Aurungabad, n.w.	-	690	Columbo (Ceylon)	-	504
Avanashy	-	289	Comercolly	-	1197
Azimghur	-	1220	Cotampully	-	259
Backergunge	-	1246	Combatore, s.w.	-	315
Balasore	-	922	Combum, n.n.w.	-	223
Banda	-	1102	Combaconum, s.s.w.	-	179
Bancapore, w.n.w.	-	416	Comorin Cape, w.s.w.	-	440
Bandamalanka, n.n.e.	358		Condapilly, n.	-	285
Bangalore, w.	-	205	Conjaveram, w.s.w.	-	46
Bareilly	-	1329	Corah, n.	-	1080
Barrackpore	-	1079	Cuddalore, s.s.w.	-	110
Beder, n.n.w.	-	470	Cuddapah, n.w.	-	166
Bednore, w.	-	445	Calmacherry, w.n.w.	-	115
Belgaum	-	519	Dacca	-	1250
Bellary, n.w.	-	316	Delhi, n.	-	1372
Benares, w.	-	1151	Deyrah Dhoon	-	1492
Berhampour, n.n.w.	-	682	Dharwhar	-	468
Bezoarah	-	275	Dhangor	-	424
Bimlipatam	-	518	Dinapore	-	1337
Bisnagur, n.n.w.	-	386	Dindigul, s.w.	-	270
Bombay, n.w.	-	763	Dowlatabad, n.w.	-	655
Broach, n.w.	-	947	Ellichpour, n.n.w.	-	736
Burdwan	-	1066	Ellore, n.	-	315
Cabul, n.n.w.	-	2134	Errode,	-	253
Calcutta	-	1062	Etawah	-	1221
Calicut, w.s.w.	-	418	Galle, Point de (Ceylon)	576	
Calberga, n.w.	-	422	Ganjam, n.n.e.	-	699
Cambay, n.w.	-	998	Ghooty, n.w.	-	262
Candy (Ceylon)	-	576	Goa, s.s.w.	-	573
Cannanore, w.s.w.	-	419	Goleonda, n.n.w.	-	358
Canoge, n.	-	1141	Gopaulpore	-	689
Carangooly, s.w.	-	49	Guntoor, n.	-	255
Caroor	-	258	Gurramconda, w.n.w.	-	149
Cashmere, n.n.w.	-	1882	Gwalior, n.	-	1164
Cawnpore	-	1200	Hameerpore	-	1142
Cuttack, n.e.	-	815	Honore	-	546
Chandegherry, w.n.w.	-	91	Hurroor	-	177
Chatterpour, n.	-	975	Hurryhur, w.n.w.	-	393
Cheitore, n.n.w.	-	1065	Hydrabad, n.n.w.	-	398
Chicacole, n.n.w.	-	567	Indore, n.n.w.	-	975
Chingleput, s.w.	-	36	Ingeram, n.n.e.	-	374
Chittledroog, w.n.w.	-	343	Innacondah, n.	-	237
Chittoor	-	96	Jaulnah	-	651
Chunar	-	1146	Juggurnauthi, n.e.	-	766
Cochin	-	437	Kamptee	-	722

	British	Miles.		British	Miles.
Kirkee	-	670	Ramnad	-	331
Kurnool	-	289	Raocondah, n.w.	-	382
Kurnaul	-	1477	Ramapatam	-	137
Lahore, n.n.w.	-	1675	Rhotuck	-	1422
Madapollum, n.	-	327	Ragapore	-	350
Madura, s.s.w.	-	292	Rungpore	-	1322
Mangalore, w.	-	436	Ruttumpore, n.n.e.	-	903
Masulipatam, n.n.e.	-	285	Ryacottah, w.s.w.	-	179
Mirzapore, n.	-	1124	Salem, s.w.	-	217
Moorshedabad, n.e.	-	1138	Saharanpore	-	1477
Muctul	-	349	Sadras	-	58
Mysore, w.	-	290	Samulcottah	-	399
Nacricul	-	329	Sangor	-	964
Naggery, w.n.w.	-	57	Sankerrydroog, s.w.	-	245
Nagore, s.	-	182	Sattarah, n.w.	-	609
Nagpoor, n.	-	713	Secunderabad	-	398
Narsingapatam, n.e.	-	716	Seringapatam, w.	-	281
Neermul	-	530	Sedashegur	-	604
Negapatam, s.	-	187	Serampore	-	1081
Nellore, n.n.w.	-	111	Shahjehanpore	-	1320
Nowgaum	-	732	Sheally	-	150
Nundedroog, w.	-	196	Shergotty	-	1258
Oogein, n.n.w.	-	1009	Serah	-	289
Oolunderpet	-	131	Sirsah	-	1548
Oossoor	-	200	Shahabad	-	1367
Ootacamund	-	338	Sholapore	-	534
Ongole, n.	-	189	Siccacollam, n.	-	267
Onde, n.	-	1228	Sindy, or Tatta, n.w.	-	1467
Palamcottah, s.s.w.	-	390	Sirong, n.n.w.	-	905
Palaveram	-	11	St. Thomas's Mount	-	8
Patna, n.n.e.	-	1299	Surat, n.w.	-	903
Paulghautcherry, s.w.	-	346	Subatoo	-	1577
Paniput	-	1428	Sylhet	-	1395
Ponany	-	404	Tanjore, w.s.w.	-	212
Pondicherry, s.s.w.	-	98	Tellicherry, w.s.w.	-	411
Poonah, n.w.	-	667	Timercottah, N.	-	291
Poonamalée, w.s.w.	-	12	Tinnevelly, s.s.w.	-	390
Poondy	-	624	Toomkoor	-	256
Port Nova	-	129	Tumlook	-	1034
Pondigul	-	286	Trincomallee (Ceylon)	-	426
Pubna	-	1210	Trivandrum	-	481
Purneath	-	1302	Tranquebar, s.	-	168
Pulicat	-	30	Trichinopoly, s.s.w.	-	209
Quilon	-	454	Tripassore, w.	-	30
Rachore, n.w.	-	349	Tutacorin, s.s.w.	-	424
Rajahmundry, n.	-	373	Vellore, w.	-	86

	British Miles.		British Miles.		
Visiapore, n.w.	-	534	Wallajahbad, s.w.	-	38
Vizagapatam, n.n.e.	-	501	Warangole, n.	-	414
Vencatagherry	-	132	Yelwall	-	293
Viziniagram	-	523			

DISTANCES FROM BOMBAY.

	British Miles.		British Miles.		
Agra, n.e.	-	754	Dapoolc	-	121
Ahmednuggur, e.	-	162	Deesa	-	451
Ajmere, n.n.e.	-	677	Delhi, n.n.e.	-	868
Akola	-	349	Dharwar	-	351
Akulkote	-	269	Dhoolia	-	208
Allahabad, n.e.	-	831	Ellichpore	-	443
Amedabad, n.	-	354	Goa, s.	-	318
Amulnair	-	231	Golconda, e.s.e.	-	475
Arcot, s.e.	-	715	Goorgong	-	892
Asseerghur	-	313	Gwalior, n.e.	-	680
Aurungabad, e.	-	215	Hingolee	-	373
Azimghur	-	977	Honore	-	414
Baitool	-	433	Hurryhur	-	446
Bancote	-	115	Hursole	-	358
Bangalore	-	633	Hussingabad Ghaut, e.n.e.	-	460
Baroda, n.	-	281	Hydrabad, e.s.e.	-	434
Basseen, n.	-	32	Jaeypour, n.	-	745
Bejapoor	-	280	Jansi, n.e.	-	400
Belgaum	-	318	Julnah	-	253
Bellary	-	446	Indore, n.e.	-	374
Benares, n.e.	-	927	Kaira	-	334
Berhampour, n.e (Ganjam)	-	1015	Khanpalla	-	56
Bhewndy	-	34	Kirkee	-	87
Bhooj (Cutch)	-	587	Kulludghee	-	314
Bhopaw, w.	-	449	Kurar	-	194
Broach, n.	-	231	Loodianah	-	1077
Calcutta, e.	-	1185	Lucknow, n.e.	-	907
Callian, n.e	-	36	Madras, s.e.	-	763
Calpee, n.e.	-	803	Madura	-	858
Chandore	-	150	Malcolm Peyt	-	130
Chunar	-	952	Malligaum	-	175
Cochin, s.s.e.	-	772	Malwan	-	278
Cuttack, e.	-	1151	Mangalore, s.s.e.	-	524
Damaun	-	128	Masulipatam, e.s.e.	-	654

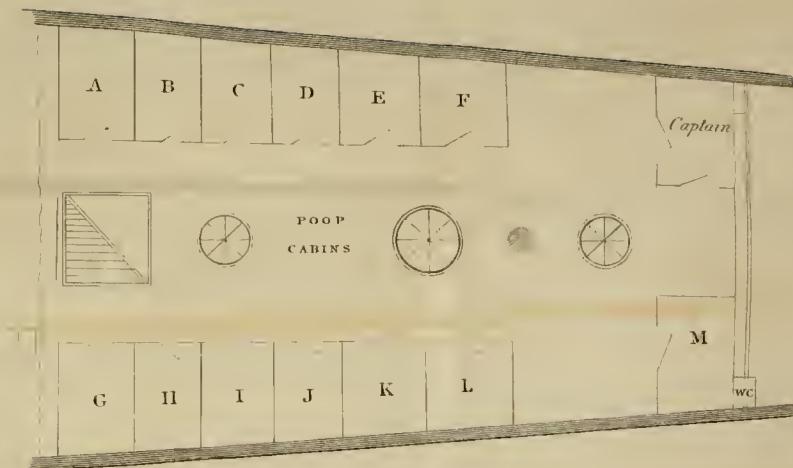
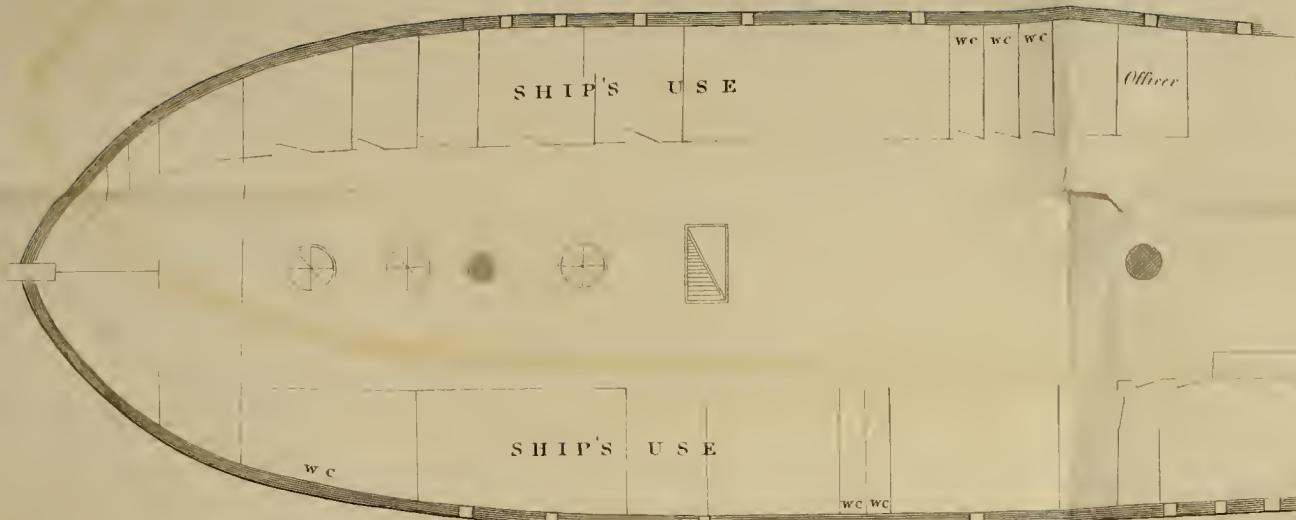
	British Miles.		British Miles.		
Mirzapour, E.N.E.	-	890	Seringapatam, S.S.E.	-	626
Mhow	-	360	Seroor	-	131
Muktul	-	420	Severndroog	-	133
Mysore, S.S.E.	-	636	Sholapore	-	246
Nagpour, E.N.E.	-	508	Sindy, or Tatta, W.N.W.	773	
Nassick	-	111	Sirong, N.E.	-	595
Oude, N.E.	-	1013	Sumbulpour, E.N.E.	-	879
Oujein, N.E.	-	408	Surat, N.	-	191
Patna, E.N.E.	-	1065	Tanjore	-	871
Pondicherry, S.E.	-	803	Tannah	-	24
Poonah, S.E.	-	90	Tellicherry, S.S.E.	-	629
Rajcote	-	458	Tulleh	-	77
Rutnagerry	-	198	Vingorla	-	283
Ruttumpour, E.N.E.	-	772	Viziadroog	-	244
Salem	-	747	Viziapour, S.E.	-	234
Sattarali, S.E.	-	163	Vizrabuy, N.N.E.	-	48

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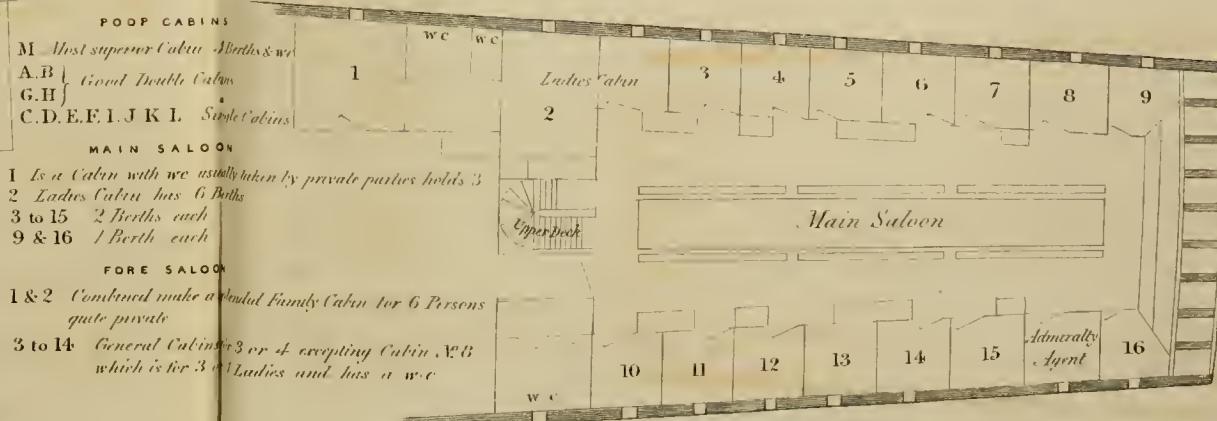
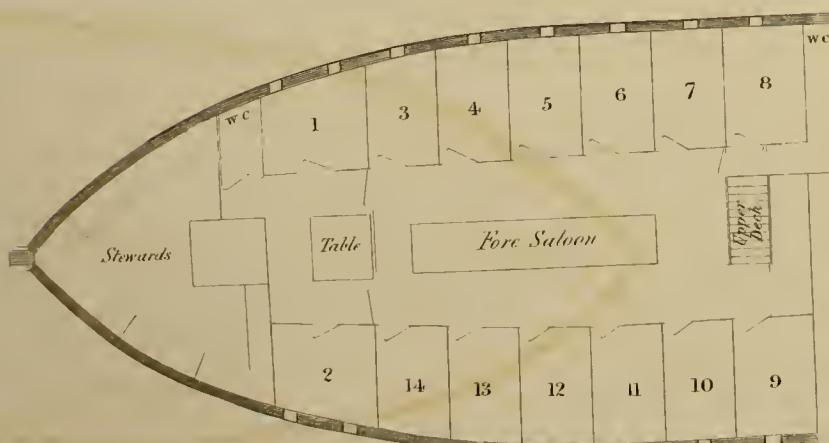




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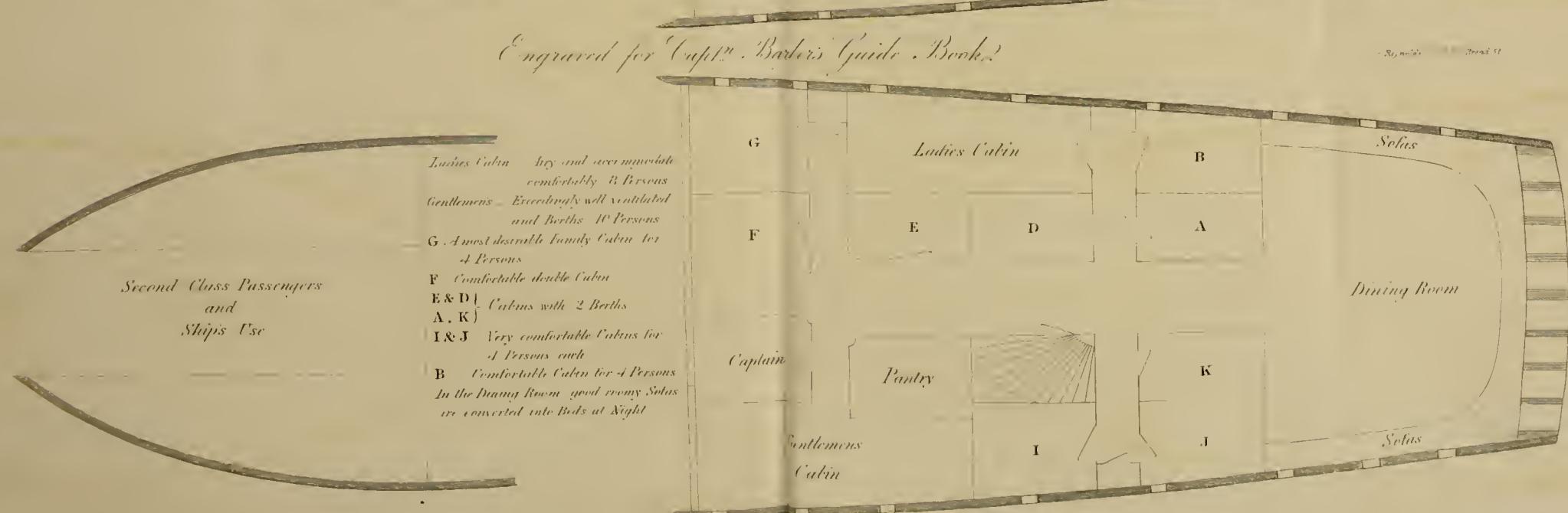




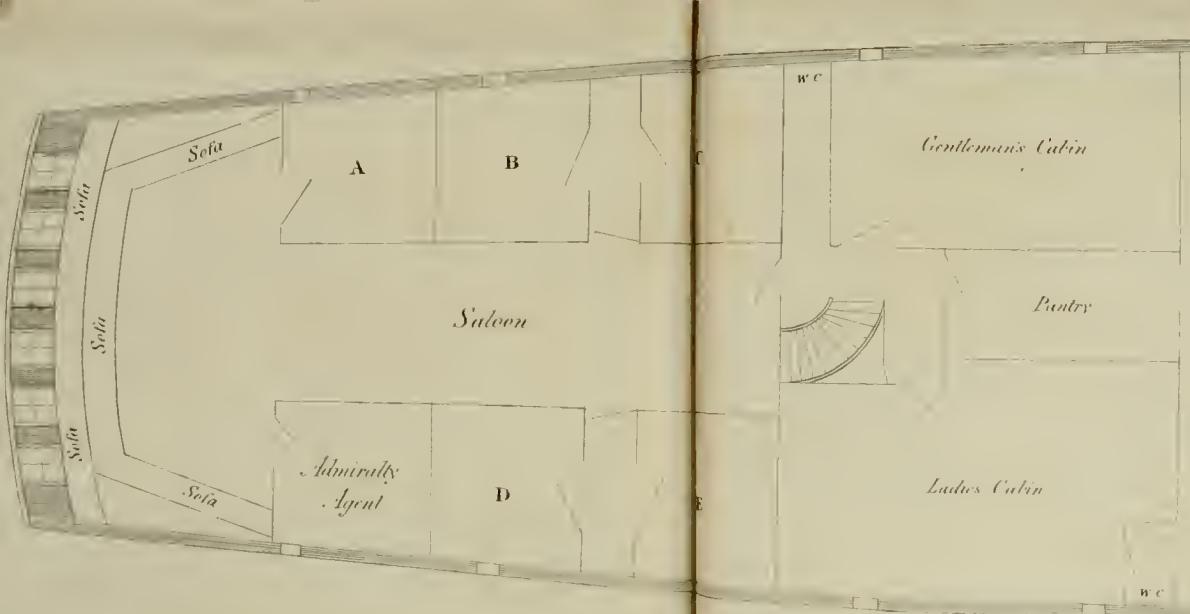
TAGUS, 903 Tons. 306 Horse Power.



Engraved for Captⁿ. Barber's Guide Book.



BRAGANZA, 1000 Tons. 300 Horse Power.



IBERIA,

500. Tons. 180 Horse Power.

Engraved for Captⁿ. Parker's

Guide Book?

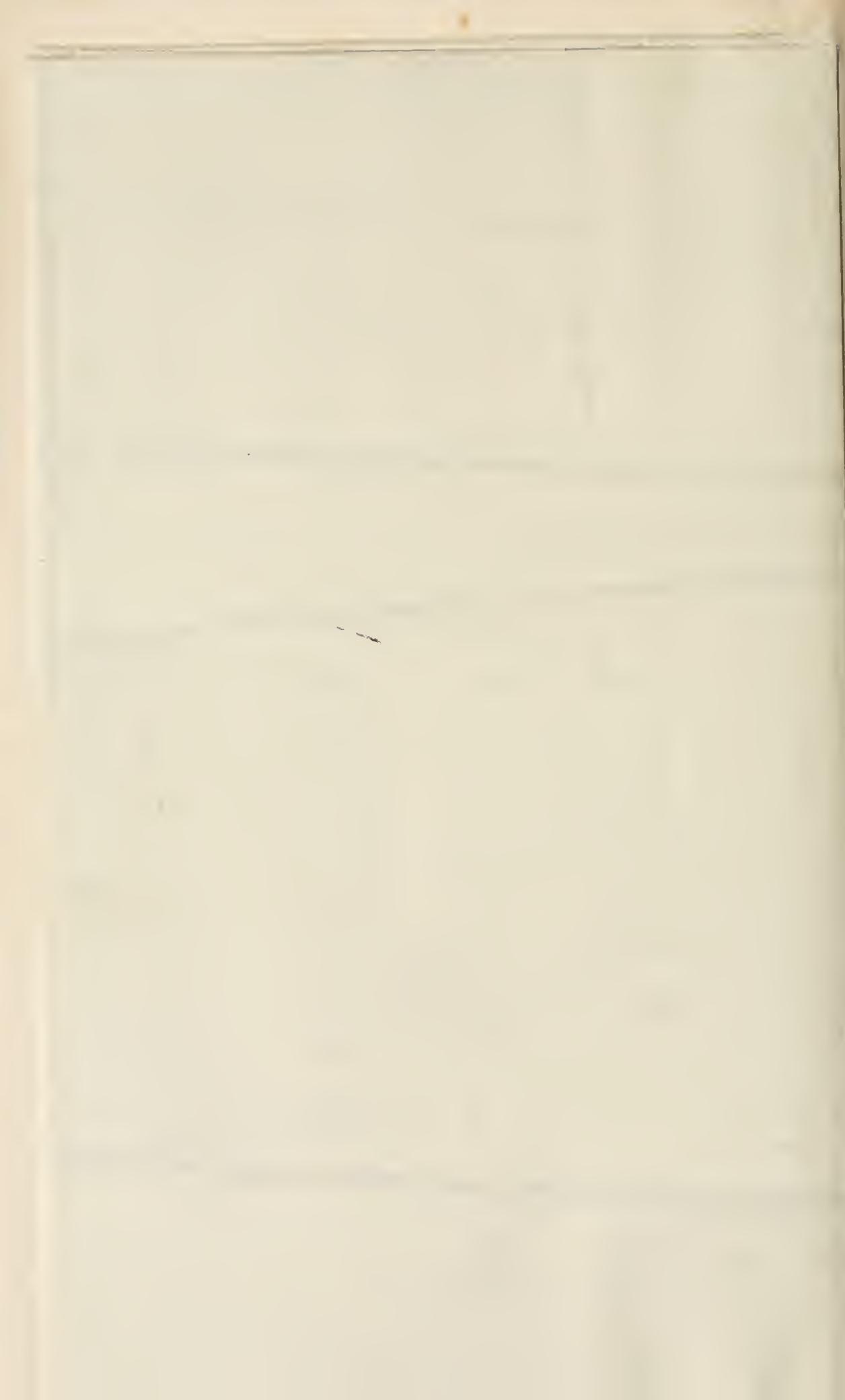
Ladies Cabin Spacious and airy
accommodates 10

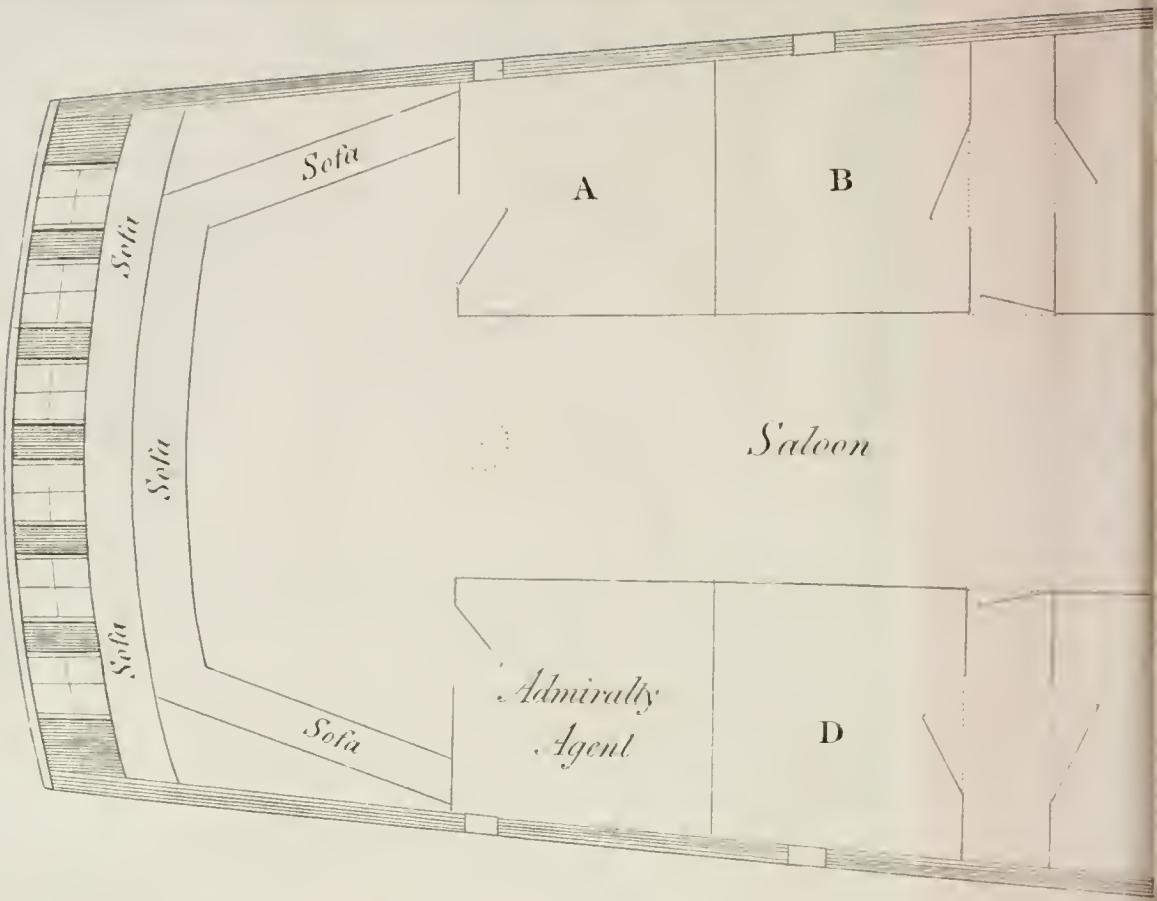
Gentlemen's Cabin Light and airy
for 6 Persons

A Very comfortable for 1

B C D E Good Cabins 4 Berths each

F G Comfortable Cabins 4 Berths each





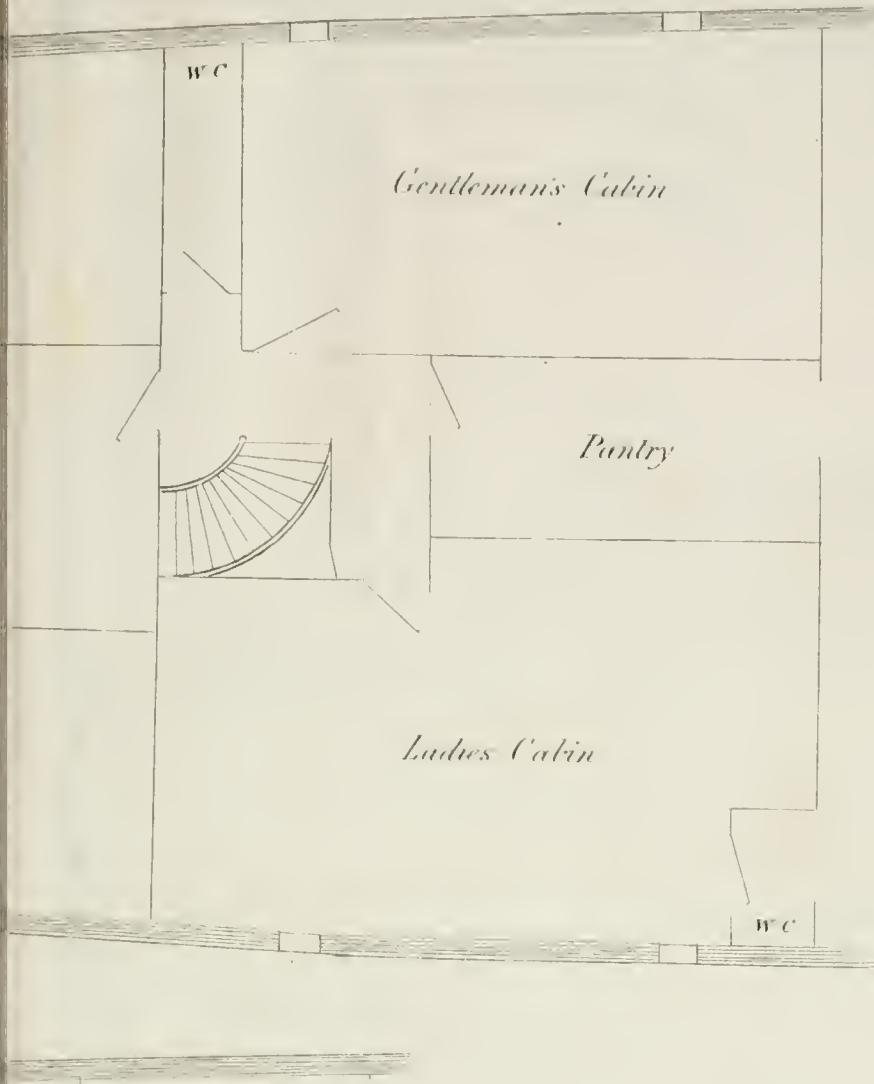
I B E R I A,

560. Tons. 180 Horse Power.

Engraved for Capt. Barber's
Guide Book.

G

F



*Ladies Cabin - Spacious and airy
accommodates 10*

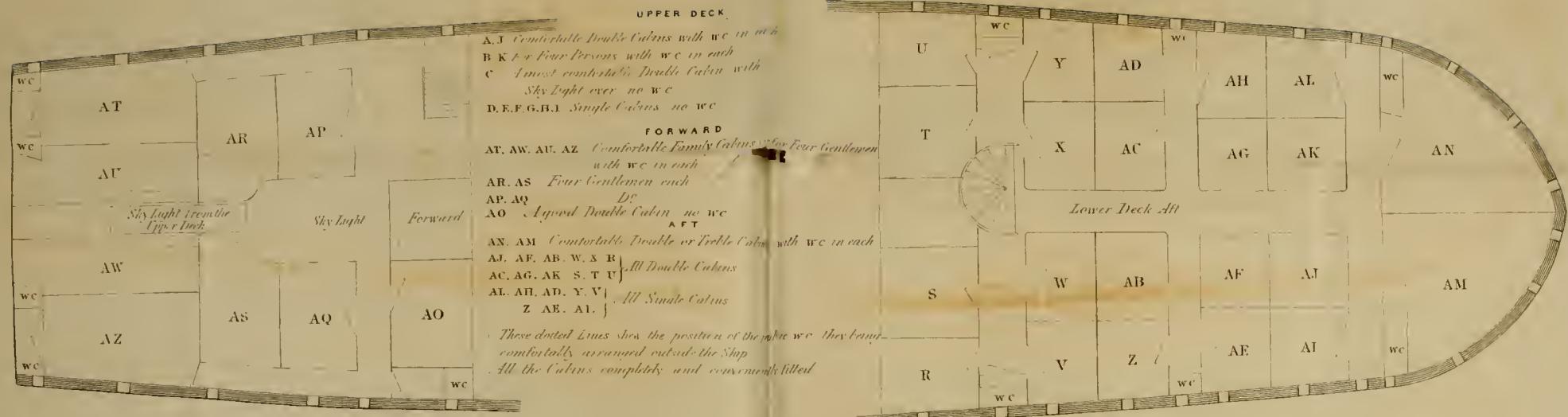
*Gentleman's Cabin - Tight and airy
for 6 Persons*

A - Very comfortable for 1

B, C, D, E - Good Cabins 4 Berths each

F, G - Comfortable Cabins 4 Berths each

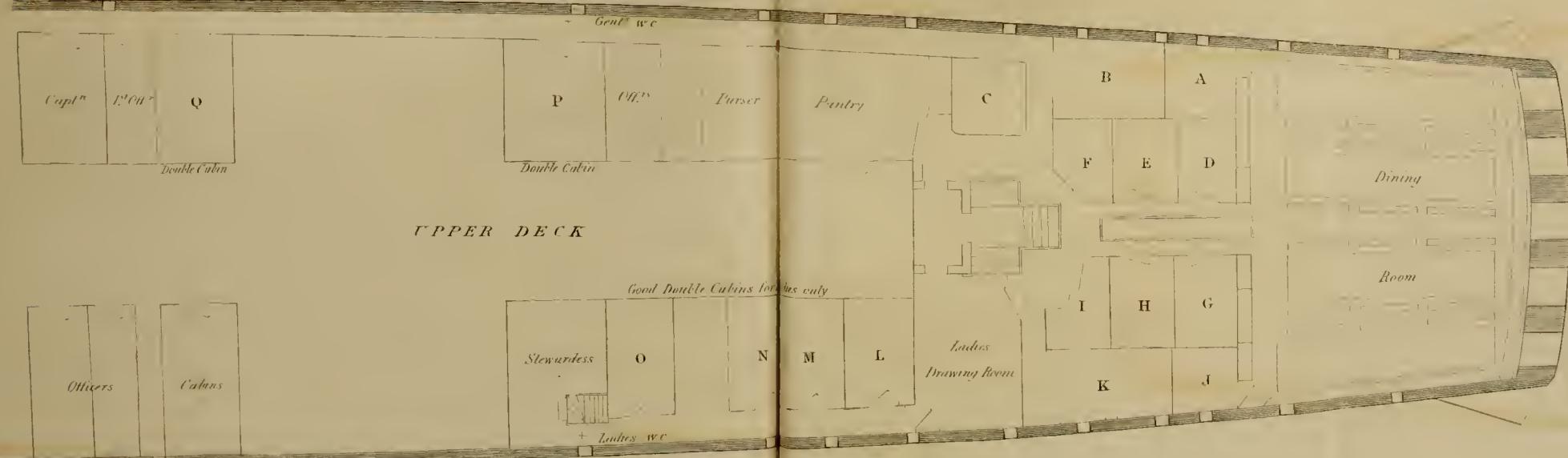




HINDOSTAN & BENTINCK.

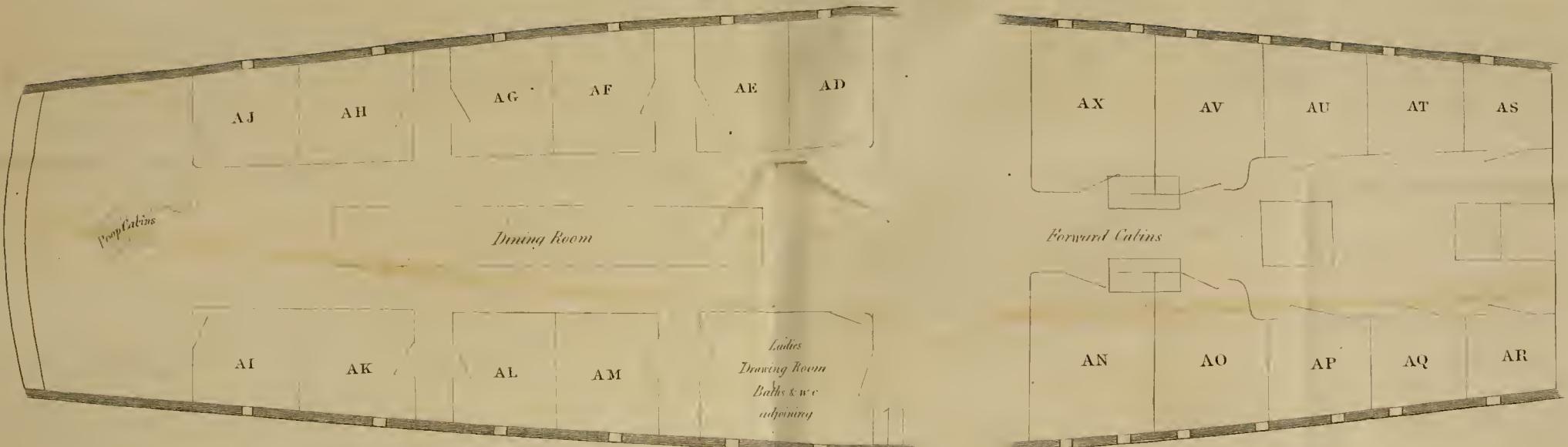
F. Reynolds sc 15 Old Broad St

1800 Tons. 520. Horse Power. Engraved for Capt. Barber's Guide Book 2



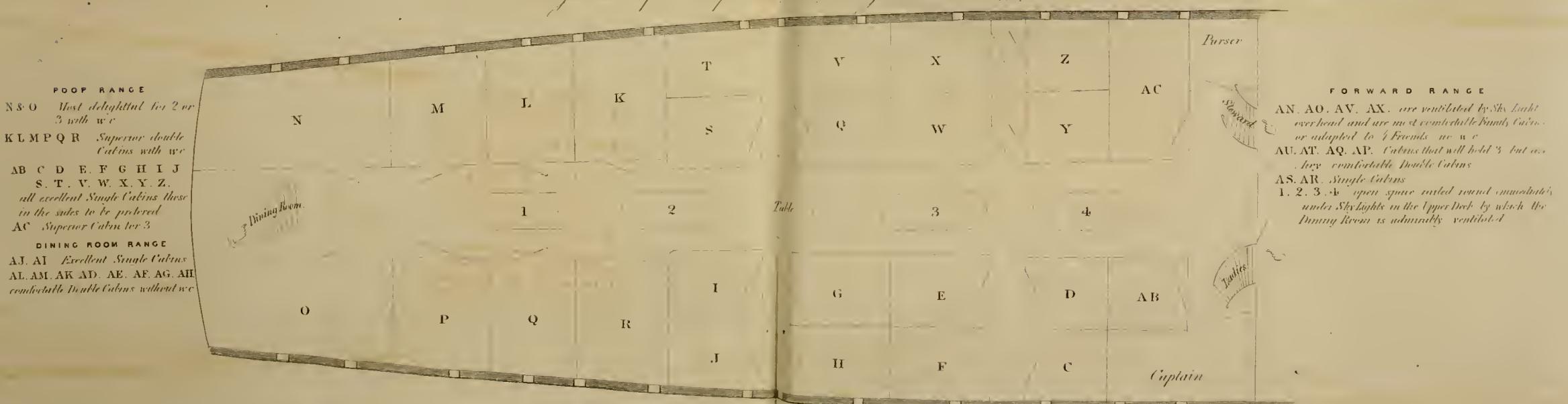
PRECURSOR.

1800 Tons 520. Horse Power.



Engraved for Capt^r. Barber's Guide Book?

J. Reynolds 10, Bedford St.



POOP RANGE
N & O Most delightful for 2 or 3 with w.c.

K L M P Q R Superior double Cabins with w.c.

A B C D E F G H I J
S. T. V. W. X. Y. Z.

all excellent Single Cabins these in the sides to be preferred

A C Superior Cabin for 3

DINING ROOM RANGE

A J, A I Excellent Single Cabins
A L, A M, A K, A D, A E, A F, A G, A H
comfortable Double Cabins without w.c.

FORWARD RANGE
A N, A O, A V, A X, are ventilated by Sky Light overhead and are most comfortable Double Cabins or adapted to 4 Friends no w.c.

A U, A T, A Q, A P, Cabins that will hold 3 but very comfortable Double Cabins

A S, A R, Single Cabins
1, 2, 3, 4 open space round round immediately under Skylights in the Upper Deck by which the Dining Room is admirably ventilated

A D V E R T I S E M E N T S.

*To the Civil and Military Services of the Honourable
East India Company.*

17, ST. MARY AXE,
1st Jan. 1845.

GENTLEMEN,

We take advantage of this opportunity to bring to your notice several matters, which, for obvious reasons, could not, with propriety, have been embodied in the Guide-Book itself.

The points we will arrange under the separate headings of—

PASSAGE TO INDIA :—

Captain BARBER's long experience in the East India Company's maritime service, together with his personal knowledge of all the first-class ships or steamers, fully qualifies him to furnish every information that can possibly be required for the voyage, whether the long sea or overland route be chosen.

Supposing* the overland route to be chosen, no

* Similar remarks regarding the early despatch of heavy baggage round the Cape of Good Hope, apply to the homeward-bound passenger, who had better transmit us his instructions as to warehousing his luggage, &c. &c., by the mail, prior to his own departure.

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time should be lost in giving us directions to select the best vacant berth in the steamer, and to collect and ship all heavy baggage round the Cape, so that it may arrive sufficiently early to meet its owner at the Presidency.

In all cases we strongly advise that insurance be effected on both passage and baggage, the expense being so trifling.

As respects Bombay particularly, the precaution of early application cannot be too much enforced. The accommodation in the East India Company's steamers is frequently insufficient to berth the passengers that desire to proceed by them; by enabling us to write two mails previously to our agent at Bombay, the accommodation required will be secured beyond a doubt; under any circumstances, if only one post to Egypt intervene, the application will, at all events, give the party a priority over those neglecting to take such precaution.

It has been explained in the pages of the Guide-Book that the route through France is in such a state of change, that it is impossible to give standing instructions, we have, however, taken pains to be accurately informed of such changes from time to time as they occur, and every needful particular will be given on application. We have completed scales of Outfit suitable for Cadets, Military Officers of all ranks, Civilians, and Ladies, shewing in detail what articles are absolutely necessary, as well as what additions may be profitably made, where rigid economy is not imperative. These lists can always be had on application.

The detail of an outfit for so long a journey is a

matter of serious consideration, both as regards comfort and cost—from ignorance on this subject it too frequently happens, that an expenditure beyond that which is necessary, fails to provide for the wants, that might have been satisfied for a much less sum—and further, even when the list is well chosen, the articles are bought at a great price, or indiscriminately procured from advertising tradesmen who supply inferior goods.

SHIPMENT OF SUPPLIES:—

The contract just concluded between Her Majesty's government and the Peninsular and Oriental Steam Navigation Company, will perfect the intercourse between England and India, enabling parties to supply themselves, direct from home, with the innumerable requisites for which they had formerly to depend on the change of the Bazaar.

To the selection of such articles, we have always paid the most careful attention, whether required for private individuals or the messes of regiments.

The next point, after the purchase of goods, is the choice of route by which shipment is to be effected, of course, such choice will mainly depend on the proportion of bulk to value.

On a comparison of our Overland Tariff (see page 8), with that of any other party, will prove our charges to be much the lower, it remains, therefore, only for us to renew former assurances of care and dispatch, whether the articles be purchased by ourselves, or merely forwarded on account of private friends in England.

CORRESPONDENCE :—

The weight of letters can scarcely be too carefully kept down, when it is remembered that independently of the heavy postage from England to the Presidency, the weight allowed for a single letter in India is only that of a sixpenny piece, or, to speak more correctly, 45 grains troy!

The mails are despatched—

To Bombay on the 3rd of each month, viâ Southampton, and on the 7th viâ Marseilles.

” Ceylon
” Madras
and Caleutta } on the 20th of each month, viâ Southampton, and on the 24th viâ Marseilles.

PLATED WARE.—A wonderful improvement has taken place in this manufacture, through the means of the Electrotypé, which is now successfully applied to the manufacture of all articles formerly made in Sheffield Plate, as well as to others which have only hitherto been produced in solid silver; indeed the goods manufactured by this process cannot, by the very best judges, be distinguished from real plate. The advantages possessed by plated goods, manufactured by electro-deposit, are, that they can be cast, chased, and joined, with hard solder, as silver goods. From their being plated only upon a base of *white* metal, if any injury should occur, it is less perceptible than upon goods plated upon copper. The union of the surface and base is perfect, forming *one body*, while upon the more prominent parts, the plate is thicker than upon those less exposed to wear.

Silver goods can be most correctly imitated, and every description of style, however elaborate, can be

plated with the same facility as a plain surface. With moderate care, these goods will last from ten to twenty years, and can be partially or wholly re-plated at any time, at a comparatively trifling cost, which, under the old processes, could not be done. The gilding, by this process, is of a most rich and beautiful colour; the articles thus gilt being covered with a sheet of pure gold, it is applied as well to the manufacture of *new*, as to the restoration of *old* appointments and accoutrements worn by officers, as buttons, breast-plates, sword-handles, scabbards, &c., &c.; by an arrangement with the patentee, we are enabled to supply these goods at about the same price as the old Sheffield articles.

MILITARY APPOINTMENTS and miscellaneous supplies obtained direct from the manufacturers, at the wholesale prices, as well as musical instruments, and sporting equipments of all kinds.

MESSES OF H. M. REGIMENTS going on foreign service to India and the Colonies fitted out, and their wine and supplies sent periodically.

PAY AND PENSIONS RECEIVED; Life Insurance, and Insurance on baggage, passage, and goods, effected; letters of credit granted; private and public business transacted at all the Government offices, and at the East-India House.

Lastly, we beg leave to refer to those who have for some years subscribed to our agency for proof that the advantages promised have been realised.

Whilst in England Subscribers have the use of a Reading Room, supplied with every requisite, and whilst in India they are regularly supplied with the Monthly Times, now issued in fortnightly parts, bringing the news up to the last moment by each mail.

We have the honour to be, Gentlemen,

Your obliged and faithful Servants,

JAMES BARBER & Co.

AGENTS.

Messrs. CARR, TAGORE, & Co.	Calcutta.
Messrs. BINNY & Co.	Madras.
Messrs. FRANCK & Co.	Madras.
Mr. J. T. BELL	Bombay.
Messrs. W. S. GIBSON, READ, DAVIDSON & Co.	Ceylon.
Messrs. DENT & Co.	China.
Messrs. DICKSON, BURNIES, & Co.	Cape of Good Hope.
Messrs. THACKER, MASON, & Co.	Sydney.

Subscription to the Agency (entitling the Subscriber also to the Monthly Times) £1, or twelve rupees per annum, paid in *advance*.

THE MONTHLY TIMES, A Journal for India, etc.

THIS JOURNAL, which is printed in two parts on the 7th and 24th of each month (the days appointed for the departure of the Overland Indian Mail), and sent direct from the press to the Post-office, comprises 96 columns of carefully condensed information, containing a comprehensive and unprejudiced Review of Domestic, European, and Foreign Politics,—totally devoid of party bias—with voluminous extracts selected from the leading Journals and Periodicals of the day—a classified *Précis* of all the passing events of the month—with full and carefully revised Chronicles of Military and Naval subjects—Literature—the Arts and Sciences—Court and Fashionable Life, &c. It will, in short, be found to embrace a faithful and valuable Summary of all information of interest, direct or indirect, to those who are resident in the East; the *MONTHLY TIMES* having been established with this especial object, and with a view to afford those who reside in England, and have friends or relations in India, an opportunity of transmitting, without inconvenience, and at a moderate expense, all the News and Latest Intelligence of the preceding month.

This Journal, exclusive of its circulation throughout the Presidencies of Bengal, Madras, and Bombay, presents corresponding advantages to those whose friends may be stationed at, or resident in, any of the undermentioned places:—

CAPE OF GOOD HOPE,
CHINA,

ST. HELENA,
AUSTRALIAN COLONIES,
JAVA, AND THE INDIAN ARCHIPELAGO.

MAURITIUS,
NEW ZEALAND,

The Subscription is £1 per annum paid in advance; for which the Journal will be regularly forwarded to India, from the Publishers, according to instructions received. The price of a single number is 1s.

Agents:—Messrs. CARR, TAGORE, and Co., Calcutta; Messrs. FRANCK and Co., Madras; Mr. J. T. BELL, Bombay; Messrs. W. S. GIBSON, READ, DAVIDSON, and Co., Ceylon; Messrs. DICKSON, BURNIES, and Co., Cape of Good Hope; Messrs. THACKER, MASON, and Co., Sydney.

OVERLAND PACKAGES TO INDIA.

JAMES BARBER & Co. and JAMES HARTLEY & Co., in connexion with the "PENINSULAR AND ORIENTAL COMPANY," receive and forward Packages with care and dispatch.

RATES.

Weight of Package in Pounds.	Calcutta, Madras, or Ceylon.	Bombay.	Weight of Package in Pounds.	Calcutta, Madras, or Ceylon.	Bombay.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
1 . . .	0 6 9	0 8 0	21 . . .	2 1 9	3 8 0
2 . . .	0 8 6	0 11 0	22 . . .	2 3 6	3 11 0
3 . . .	0 10 3	0 14 0	23 . . .	2 5 3	3 14 0
4 . . .	0 12 0	0 17 0	24 . . .	2 7 0	3 17 0
5 . . .	0 13 9	1 0 0	25 . . .	2 8 9	4 0 0
6 . . .	0 15 6	1 3 0	26 . . .	2 10 6	4 3 0
7 . . .	0 17 3	1 6 0	27 . . .	2 12 3	4 6 0
8 . . .	0 19 0	1 9 0	28 . . .	2 14 0	4 9 0
9 . . .	1 0 9	1 12 0	29 . . .	2 15 9	4 12 0
10 . . .	1 2 6	1 15 0	30 . . .	2 17 6	4 15 0
11 . . .	1 4 3	1 18 0	31 . . .	2 19 3	4 18 0
12 . . .	1 6 0	2 1 0	32 . . .	3 1 0	5 1 0
13 . . .	1 7 9	2 4 0	33 . . .	3 2 9	5 4 0
14 . . .	1 9 6	2 7 0	34 . . .	3 4 6	5 7 0
15 . . .	1 11 3	2 10 0	35 . . .	3 6 3	5 10 0
16 . . .	1 13 0	2 13 0	36 . . .	3 8 0	5 13 0
17 . . .	1 14 9	2 16 0	37 . . .	3 9 9	5 16 0
18 . . .	1 16 6	2 19 0	38 . . .	3 11 6	5 19 0
19 . . .	1 18 3	3 2 0	39 . . .	3 13 3	6 2 0
20 . . .	2 0 0	3 5 0	40 . . .	3 15 0	6 5 0

*** Packages of disproportionate measurement will be charged accordingly.

Transit Duty.—Through Egypt one-half per cent. (payable to the Egyptian Government, under agreement with the "Peninsular and Oriental Steam Navigation Company"), on the value of every article, will be added to the above rates.

Receipt—Receipts will be given on delivery of each Parcel, and particulars of all Charges will be specified in the Receipt.

Consignment.—All packages must be applied for to the undermentioned Agents* at each Presidency; or, if the postage (1s.) be paid, we will ourselves write to the party to whom the packages are addressed.

Packing and Marking.—All articles should be packed in a tin case only, and the general nature of the contents and the value, should be marked on the outside, thus: "Apparel, value £10." If this precaution be not taken, the packages are opened at the Custom House, at the Presidency in India, and are often spoilt in the transit up the country.

AGENTS IN INDIA,

WHO WILL ALSO RECEIVE AND FORWARD PACKAGES TO ENGLAND.

CAPT. J. R. ENGLEDUE	CALCUTTA.
CAPT. C. BIDEN	MADRAS.
CAPT. TWYNAM	CEYLON.
MR. JOHN T. BELL	BOMBAY.

Packages should be delivered on the 15th and 28th of each month, accompanied by a description of the value and general nature of the contents, and instructions whether to be insured at a charge of 2½ per cent.

OFFICES:—17, St. Mary-Axe; 137, Leadenhall-street; and 33, Regent Circus, Piccadilly.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

INCORPORATED BY ROYAL CHARTER IN 1840.

**Offices, No. 51, St. Mary Axe, London,
AND
57, HIGH STREET, SOUTHAMPTON.**

INDIA (Overland Route).

The Lines of Steam Communication embraced by the Company's operations are as follows:—

BOMBAY	From the Southampton Docks 3rd of every Month, at 2 P.M.
CEYLON, MADRAS, and CAL.	From the Southampton Docks 20th of every Month, at 2 P.M.
CUTTA	
MALTA and ALEXANDRIA; also Naples, Leghorn, Civita Vecchia, Genoa, &c. in conjunction with the Neapolitan Company's Steamers..	From the Southampton Docks 3rd and 20th of every Month, at 2 P.M.
VIGO, OPORTO, LISBON, CADIZ, and GIBRALTAR	From the Southampton Docks every Thursday, at 2 P.M.
CONSTANTINOPLE, calling at Gibraltar, Malta, Athens, & Smyrna	From the Southampton Docks 3rd of every Month at 2 P.M.
JERUSALEM, the HOLY LAND, RHODES, CYPRUS, &c. &c.	Occasional Trips.
MADEIRA	A Steamer from Madeira in the Spring every year.

The present Establishment of the Company consists of the following vessels:

	TONS.	HORSE POW.
HINDOSTAN, Capt. R. MORESBY, I. N.	1800	520
BENTINCK, Capt. A. KELLOCK	1800	520
PRECURSOR, Capt. H. HARRIS, H. C. S.	1800	520
ORIENTAL, Capt. J. SOY	1673	450
(GREAT) LIVERPOOL, Capt. A. M'LEOD	1540	464
BRAGANZA.....	1000	300
TAGUS	900	300
ROYAL TAR	700	260
MONTROSE	650	240
LADY MARY WOOD	650	250
IBERIA	600 ...	200
PACHA	550	210

For the Conveyance of Passengers in Egypt.

ATFEH.....	STEAM TUG	plying on the....	Mahmoudich Canal.
	PASSAGE BOATS	Ditto....	Ditto.
CAIRO	IRON STEAM BOATS on the River Nile.		
LOTUS	{		
DELTA			

NAMES OF THE COMPANY'S AGENTS.

AT HOME.

FALMOUTH.....	W. and E. C. Carne.
SOUTHAMPTON	Lieut. Kendall, R. N. Superintendent.
,,	T. Hill, Shipping Agent.
MANCHESTER.....	E. Langston.
EDINBURGH	
GLASGOW	G. and I. Burns.

ABROAD.

ADEN.....	L. Thomas.
ALEXANDRIA	Briggs and Co.
,,	J. Davidson, Superintendent.
ATHENS	Green and Dixon.
CADIZ	Hijos de Pedro de Zulueta.
CALCUTTA	J. R. Engledue.
CEYLON (GALLE).....	Captain Twynam.
CONSTANTINOPLE	C. Hanson and Co.
,,	Capt. B. Ford, Superintendent.
GIBRALTAR	W. J. Smith.
LISBON	J. Vanzeller and Sons.
MADRAS	C. Biden.
MALTA	O. C. Edmond, Superintendent.
OPORTO	A. Miller.
SMYRNA.....	R. B. Abbott.
SUEZ	John Ryan.
SYRA	R. Wilkinson, H. M.'s Consul.
VIGO	Menendez and Barcena

For plans of the vessels, full particulars of the rates of passage and freight, and information generally, apply, either personally or by letter, to the above Agents; also at the Office, 33, Regent Circus, and to secure passage, apply at the

Peninsular and Oriental Steam Navigation Company's Offices, 51, St. Mary Axe, London, and 57, High-street, Southampton.

INDIA via EGYPT, (The Overland Route).

Average length of Passage from England to Bombay 35 days, Ceylon 42 days, Madras 45 days, Calcutta 48 days.

The Peninsular and Oriental Steam Navigation Company book Passengers throughout to India, including Expenses of Transit through Egypt. The steamers start from and return to Southampton.

Railway Trains from Nine Elms, Vauxhall, to Southampton, in the Morning, at 7, 9, and 11 o'clock. Afternoon, 1, 3, and 5 o'clock. Evening, half-past 8 o'clock. Sunday Trains, Morning, 10 o'clock. Afternoon, 5 o'clock. Evening $\frac{1}{2}$ past 8 o'clock. Passengers should be at the Station at least a quarter of an hour before the Trains start.

CEYLON, MADRAS, AND CALCUTTA,

Throughout by the Company's Steamers, conveying the Mails and Despatches, under Contract with HER MAJESTY'S GOVERNMENT.

From Southampton to Alexandria 20th of every month, by the Peninsular and Oriental Steam Navigation Company's ships "ORIENTAL" and "GREAT LIVERPOOL," under Contract with Her Majesty's Government; and from Suez by their steam-ships the "HINDOSTAN," "BENTINCK," and "PRECURSOR," on or about the 10th of every month.

AN EXPERIENCED SURGEON ON BOARD EACH VESSEL.

Passengers should embark at Southampton not later than 1 p. m.

GENERAL RATES OF PASSAGE (including Transit through Egypt.)
Between England, Ceylon, Madras and Caleutta.

A berth in the general cabin throughout for a gentleman	£128 ..	£133 ..	£143
,, ,, ,, ,, ,, for a lady	138 ..	143 ..	153
For a gentleman and his wife in the same cabin	323 ..	333 ..	353

The above Rates will be proportionately increased according to the class of accommodation required.

CHILDREN WITH THEIR PARENTS.

Not exceeding two years, BEING FREE (except expenses of Transit through Egypt, and Steward's Fees)	12 ..	12 ..	12
About two years and not exceeding six	48 ..	52 ..	62
Above six years and not exceeding ten	68 ..	72 ..	82

PASSENGERS' SERVANTS.

Native servants	30 ..	35 ..	40
European servants	50 ..	55 ..	60

For large Families an allowance will be made in the foregoing Rates.

Half the amount of Passage Money is required to be paid on securing Passage, and the balance a fortnight before embarkation. Passengers not proceeding after engaging Passage, to forfeit the deposit of half the amount of Passage Money.

The Rates of Passage include Steward's Fees and Table Wines, &c., for First Class Passengers. Bedding, Linen, and all requisite Cabin Furniture to the minutest particular is provided in the Steamers at the Company's expense. The expense of Transit through Egypt is also included in the passage money, with the exception of Wines, Spirits, Beer, Soda Water, Hotel Expenses, and extra Baggage, all of which must be paid for separately by passengers.

BAGGAGE.—First Class Passengers are allowed, in the Company's Steamers, on either side of the Isthmus, 3 cwt. of *personal* Baggage free of Freight, and Children and Servants $1\frac{1}{2}$ cwt. each. And Passengers will please to take note, that the Company cannot engage to take any excess of Baggage over that quantity, unless shipped at Southampton three days before starting, and Freight paid thereon.

The charge for conveyance of extra Baggage, should there be room in the Vessel, will be £2 per cwt. between Suez and India, and £1 per cwt. between England and Alexandria. All luggage, except carpet bags and hat boxes, must be put on board the day previous to departure. All other luggage, that shall be shipped on the day of sailing, will be considered extra and must be paid for accordingly.

Passengers will have to pay the Egyptian Transit Company in Egypt 16s. per cwt. for conveyance of Baggage through, should it exceed, for First-class Passengers, 2 cwt., and Children and Servants 1 cwt. No package of Baggage should exceed 80 lbs. weight. The best dimensions for a Trunk or Portmanteau are, length 2 ft. 3 in.—breadth, 1 ft. 2 in.—depth, 1 ft. 2 in.

Every package of baggage should have the owner's name and place of destination distinctly painted upon it in white letters.

No Trunks, Boxes, or Portmanteaus allowed in the Saloon or Cabins.

The Company do not hold themselves liable for any damage or loss of baggage, nor for unavoidable delays, accidents, fire, steam, or sea or land risks of any kind whatever.

TRANSIT THROUGH EGYPT.

The Transit through Egypt is conducted by the Egyptian Transit Company; but Mr. JAMES DAVIDSON, of ALEXANDRIA, the Peninsular and Oriental Steam Navigation Company's Superintendent in Egypt, will personally render Passengers every facility and assistance, and he will either accompany them on the journey, or appoint one of this Company's officers to do so.

The distance between Alexandria and Suez is now performed with ease in 72 hours, including a night's rest at Cairo, and some time for refreshment and repose at the Stations between Cairo and Suez.

The following is a slight sketch of the mode in which the journey is performed: First Stage—From Alexandria to Atfeh, distance 48 miles, by the Mahmoudieh Canal, in large commodious passage boats, towed by the Peninsular and Oriental Steam Navigation Company's powerful Steam Tug, "Atfeh." Second Stage—from Atfeh to Boulac (the port of Cairo), 120 miles, upon the Nile by swift and commodious Iron Steamers.—Third Stage—from Cairo to Suez, about 70 miles, in carriages of the best construction.

ON ARRIVING AT SUEZ, Passengers should at once apply to Mr. JOHN RYAN, the Company's Agent there, who will be in readiness to receive them, and to afford every assistance in their embarkation on board the Steamer for Ceylon, Madras, and Calcutta.

BOMBAY.

From Southampton to Alexandria, by the Company's Steamers "TAGUS," and "BRAGANZA," (in conjunction with the Steamer, "IBERIA," between Malta and Alexandria), conveying the mails and despatches under contract with Her Majesty's Government, and from Suez to Bombay, by the Honorable East India Company's Steamers.

AN EXPERIENCED SURGEON ON BOARD EACH VESSEL.

Passengers should embark at Southampton not later than 1 p. m.

The Honorable East India Company's Steamer conveys the passengers and mails from Suez to Bombay, and starts from Suez on or about the 22nd of every month.

RATES OF PASSAGE :—

FROM SOUTHAMPTON TO ALEXANDRIA.

	£	s.	d.
A berth in the general cabins for a lady or gentleman	46	10	0

PASSENGERS' SERVANTS.

European servants	21	0	0
Native Servants (no berth provided)	15	15	0

The Rates of Passage include steward's fees, table, wines, &c., for first class passengers. Bedding, linen, and all requisite cabin furniture, to the minutest particular, are provided in the steamers at the Company's expense.

BAGGAGE.—Passengers are requested to pay particular attention to the regulations respecting baggage, under the head of CEYLON, MADRAS, and CALCUTTA.

TRANSIT THROUGH EGYPT.

(BOMBAY PASSENGERS.)

As the Peninsular and Oriental Steam Navigation Company do not book passengers going to Bombay further than Alexandria, they should, on arriving there, at once pay the amount of transit expenses, (£15 First Class; £10 Children and Female Servants; and £8 Male Servants,) at the Egyptian Transit Company's Office, and obtain the ticket for the journey. Mr. J. DAVIDSON, the Peninsular and Oriental Company's Superintendent in Egypt, will cheerfully afford every assistance in his power to passengers who may find it necessary to apply to him. For further particulars respecting Transit, see under head of Ceylon, Madras, and Calcutta.

On arriving at Suez, passengers should at once apply for the passage in the Honorable East India Company's Steamers to Bombay, to H. LEVICK, Esq., British Vice-Consul, and Mr. JOHN RYAN, the Peninsular and Oriental Company's Agent at Suez, will also be happy to afford every assistance in his power to passengers applying to him.

For Plans of the Vessels, full particulars of the Rates of Passage and Freight, and Information generally, apply, either personally or by letter, to the above Agents; also at No. 33, Regent Circus, and to secure passage, apply at the

Peninsular and Oriental Steam Navigation Company's Offices, 51, St. Mary Axe, London, and 57, High-street, Southampton.

Carlton Chambers, 8, Regent Street, London.

CAPPER AND WATERS,

Having now made many thousand CORAZZA SHIRTS, can with confidence recommend them, for fitting with a precision and ease hitherto unknown when made to correct measures.

By confining their attention to shirts, and supplying them for present cash only, CAPPER AND WATERS can offer the Corazza, and all other shaped shirts, of the best materials and work, at very moderate prices.

Any gentleman may have the Corazza Shirt made to fit, by sending the following measures, without making any allowance for shrinking of materials, &c. :—1, Round the neck, at base—2, Round the body, close under the arms—3, Round the waist—4, From the lowest projecting bone of the neck, behind, round the ELBOW to the WRIST—5, Round the wrist—6, The desired length of the shirt.

The height and shape of the collar required may be traced with a pen upon the order.

The linens and cottons used for making these Shirts are of the same superior fabrics which are sold by J. Capper and Son, at Gracechurch-street, in the City, with a reputation established for more than sixty years.

CAIRO.

MESSRS. LEVICK AND CO.

Avail themselves of this opportunity of acquainting the public of their having established an Agency in this City.

The want of an establishment of this nature has been often remarked. Their aim is to embrace business of a general nature, as also to afford to travellers to and from India and Europe (particularly those making a sojourn in Egypt), every information requisite. They beg to assure the public that no exertion on their parts shall be wanting to conduct their business upon such efficient principles, as to merit entire patronage and confidence.

N.B.—Goods, to or from India, are shipped or cleared at the Suez Custom House, by addressing the Agent of the above Firm there.

CAIRO, 1ST JUNE, 1844.

RECONNOITERING TELESCOPES.

THIS CELEBRATED INSTRUMENT, measuring only $3\frac{1}{2}$ inches when closed, possesses sufficient power to shew distinctly Jupiter's moons. Its efficient performance, as a Reconnoitering Telescope, both as to magnifying and defining power, renders it peculiarly adapted to the Military Gentleman and Tourist.

PRICE 35s.—To be had of the Maker,

J. DAVIS, OPTICIAN, DERBY.

THE ATRAPILATORY;

OR,

LIQUID HAIR DYE.

The only dye that really answers for all colours, and does not require re-doing, but as the hair grows, as it never fades or acquires that unnatural red or purple tint common to all other dyes.

ROSS AND SONS

Can, with the greatest confidence, recommend this dye as infallible, if done at their Establishment; and ladies or gentlemen requiring it, are requested to bring a friend, or servant with them to see how it is used, which will enable them to do it afterwards, without the chance of failure. Several private apartments, devoted entirely to the above purpose, and some of their establishment having used it, the effect produced can be at once seen. They think it necessary to add, that by attending strictly to the instructions given with each bottle of dye, numerous persons have succeeded equally well without coming to them.

ADDRESS

ROSS AND SONS,

119 and 120, Bishopsgate-street, London,

THE CELEBRATED

PERRUQUIERS, PERFUMERS, HAIR-CUTTERS, & HAIR-DYERS.

N. B.—Parties attended at their own residences, whatever the distance; or the dye can be sent by post, rail, or coach, to any part, a remittance or Post-office order being sent. Price, per post, pre-paid, first size, 7s.—second, third, or fourth ditto, being above 16 ounces, must go by rail. Prices, packed in wood, 11s., 16s., and 21s. On ordering the dye, state whether the hair is dark or brown.

THE NEW TOOTH BRUSH,

Made on the most scientific principle, thoroughly cleaning between the teeth when used up and down, and polishing the surface when used crossways. This brush so entirely enters between the closest teeth, that the inventors have decided upon naming it the Tooth-pick Brush. Therefore ask for it under that name, marked and numbered as under; viz., full-sized brushes, mark T.P.W., No. 1, hard; No. 2, less hard; No. 3, middling; No. 4, soft; the narrower brushes, mark, T.P.N., No. 5, hard; No. 6, less hard; No. 7, middling; No. 8, soft. These inimitable brushes are only to be had at

ROSS AND SONS,

119 AND 120, BISHOPSGATE-STREET;

And they warrant the hair never to come out, at 1s. each, or 10s. per dozen, in bone; and 2s. each, or 21s. per dozen in ivory.

WATCHES, CHRONOMETERS, AND CLOCKS,

BY

WEBSTER AND SON,*Chronometer Makers to the Lords of the Admiralty,*

(ESTABLISHED 134 YEARS,)

CORNHILL,

REMOVED TO MORE COMMODIOUS PREMISES, No. 74.

THE enormous prices in the purchase of Watches that the Colonial public have hitherto been compelled to pay, and the consequent restrictions of their sale, together with the quantity of common Watches annually exported, have induced WEBSTER AND SON yet further to reduce their prices, having had sufficient evidence that good articles, sold at a moderate price, command an extensive Colonial trade.

The removal, as above, will give them additional facility for the manufacture on the premises, as far as the nature of the business will admit, under their own immediate inspection; at the same time, they pledge a reputation maintained by their family for nearly a century and a half, that only the most superior articles will be manufactured, and if the quality be equal, at lower prices than any house in London.

They solicit attention to their newly-introduced Compensated Duplex and Lever Watches, in which the usual irregularities from the variations of temperature, are counteracted upon the principle of their Chronometer, to which Government awarded the Prizes three years in succession.

The extreme variation in a year of No. 675, did not exceed 86-hundredths of a secoud; No. 665, 89-hundredths of a second; and No. 679, 98-hundredths of a second. This extraordinary accuracy might be doubted, had not the rates been taken by official persons at the Royal Observatory.

The Detached Lever Watch is also manufactured with extreme care, and will give perfect satisfaction in its performance; of elegant patterns for ladies and gentlemen. Also a large assortment of elegant Foreign Watches of the finest manufacture, selected with judgment, carefully examined and warranted.

In the Clock department, W. AND SON have successfully introduced the Detached Lever escapement in place of the pendulum, to avoid the continual complaint of the clock stopping when out of level or in motion. They are adapted for carriages, and are made of all sizes, as time pieces or clocks to strike the hours and quarters upon eight bells, in solid rosewood, mahogany, or gilt cases.

Marine and Pocket Chronometers, with long and close rates, always on sale. For the rates of their Prize Chronometer *vide* the *Quarterly* and *Edinburgh Reviews* of October, 1840, and January, 1841.

Private orders executed in London, by payment on delivery to their Agents, at either of the Presidencies; 10 per cent. discount if the account be forwarded with the order. The goods sent by the return overland. Any orders will also meet with immediate attention, and be transmitted to Europe, if given to their Agent, MR. I. T. BELL, BOMBAY, who has a list of prices, and a selection of their superior manufacture in his possession.

WEBSTER & SON, No. 74, CORNHILL.

THE ORTHO-CHRONOGRAPH,
AN INSTRUMENT FOR CORRECTING
CHRONOMETERS, WATCHES, AND CLOCKS.

WEBSTER AND SON,

Chronometer Makers to the Lords of the Admiralty,

Have introduced the above Patent Instrument, for ascertaining correct time at any part of the world; and from its portability and simplicity of construction, it must supersede any other instrument of the kind. It requires no astronomical knowledge on the part of the observer, and may be adjusted to any place in the space of two minutes.

It has been highly approved by our most eminent men in science and astronomy, and met with general approbation at the late meeting of the British Association at York.—PRICE, £4 10s.

WEBSTER AND SON, No. 74, CORNHILL.

PATENT
ELECTRO-PLATED GOODS.

Messrs. ELKINGTON and CO.,

CALL the attention of Merchants, Shippers, and others, to the articles of their Manufacture, now acknowledged to be superior to all others hitherto made.

Their *system* of manufacture differs as much from that formerly in use, as the *appearance* and *durability* of the articles produced. These goods are made of a *hard white metal*, (not acted upon by acids,) cast *solid* and *chased*; and where joints are required, *silver solder* is used, so that an article is produced in every respect equal to a *solid silver* one previously to plating. The plating is a *hard and strong deposit* of *pure silver*, from a solution of that metal, forming an *union* with the article by the agency of the recently discovered property of the *Galvanic current*.

For the quality of their goods, MESSRS. E. AND CO. cannot do better than refer to those of their manufacture, in use on board the vessels of the Royal West India Mail Company.

ORDERS, WITH REMITTANCES, ADDRESSED TO

22, REGENT-STREET, OR 45, MOORGATE-STREET,
LONDON,
Will meet prompt attention.

Books of Prices and Drawings forwarded abroad free of charge.

CHUBB'S LOCKS, BOXES, &c.

CHUBB'S NEW PATENT DETECTOR LOCKS,

Give perfect security from false keys and picklocks, and also give immediate notice of any attempt to open them. They are made of every size, and for all purposes to which locks are applied, and are strong, secure, simple, and durable.

Chubb's Patent Fire-proof Strong Rooms, Safes, Dollar Chests, and Boxes, form a complete security for Money, Deeds, Plate, Books, &c., from Fire and Thieves. These articles are used by, and may be seen at the Banks of Bombay, Madras, and Ceylon.

Cash Boxes, Palanquin, and Despatch Boxes, strong Japan Bullock Trunks, and Japan Boxes of all dimensions on sale, or made to order, all fitted with the Detector Locks.

CAUTION.—All of the above Locks, Safes, and Boxes, have the address stamped or marked in full, thus—"57, St. Paul's Church-yard, London." Without this none are genuine.

C. CHUBB AND SON,
Makers to the Queen and Prince Albert,
57, ST. PAUL'S CHURCH-YARD, LONDON.

PATENT ARGYLE LAMPS,

AND
STEAM FOUNTAIN COFFEE-POTS FOR INDIA,
EGYPTIAN HALL, PICCADILLY, LONDON.

A. REEVE (late SAM. PARKER) begs to return his most sincere thanks to families residing in India, &c., for their kind patronage, and hopes by his strict attention to merit their future favours, which shall be of the best materials and workmanship.

A. R. begs to inform them, that in consequence of letters being directed Sam. Parker, instead of A. Reeve, late S. Parker, it has caused a great delay, and would wish the future for the direction to be.

ALFRED REEVE,
(*Late S. PARKER*)
Egyptian Hall, Piccadilly, London.

A. R. wishes to introduce to their notice a list of his prices for cash, payable through agency in London on shipping the same.

Argyle lamps on gold lacquered, or bronze pillars,

complete	..	..	..	..	..	£3	3	0 to £5	5	0
4 oz. Bronze Coffee Pot	..	..	..	..	..			3	10	0
2 oz. ditto ditto	..	..	..	..	..			2	2	0
1 oz. ditto ditto	..	..	..	..	..			1	11	6
In Block Tin :—										
4 oz.	..	..	..	..	..			I	15	0
2 oz.	..	..	..	..	..			I	1	0
1 oz.	..	..	..	..	..			0	16	0



JOSEPH RODGERS AND SONS,

CUTLERS TO HER MAJESTY,

No. 6, NORFOLK STREET,

SHEFFIELD,

MANUFACTURERS OF EVERY DESCRIPTION OF

CUTLERY, SILVER PLATE,

AND

BEST SHEFFIELD PLATED WARES,

PLATE-CHESTS, CANTEENS, &c.,

**FITTED UP IN THE BEST MANNER ON THE SHORTEST
NOTICE.**

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**W. BUCKMASTER & CO.,
TAILORS,**

3, NEW BURLINGTON STREET,

Three Doors from Regent Street,

LONDON,

AND 55, DAWSON STREET,

DUBLIN.

INSTRUCTIONS FOR TAKING MEASURE,

Which may be done with a piece of tape, and reduced into inches, stating the height of person, and if any peculiarity in figure, also whether taken over a uniform or plain coat.

COATS, VESTS, &c. *Inches.*

Height and Length of Collar
From bottom of Collar to Hip Buttons
,, - Hip Buttons to bottom of Skirt
,, Centre of Back to Elbow
Continued to length of Sleeve
Size round top of Arm
,, „ Chest, over Coat
,, „ under Coat
,, „ Waist, over Coat
,, „ „ under Coat

TROWSERS. *Inches.*

From top of Trowsers to bottom
„ Fork to bottom of Trowsers
Size round top of Thigh (tight)
„ „ Calf (tight)
Size round Waist
„ „ Hips

FOR HAT OR CAP. *Inches.*

Size round Head

N.B. Gentlemen who have not previously had an account with the house, will be pleased to make a reference to their Agents in London for payment, for which a discount will be allowed.

ROBES, MODES, COSTUME DE BAL, ET TROUSSEAUX
DE MARIAGE.

MISS STUART,
COURT MILLINER AND DRESS MAKER
TO HER MAJESTY,
19, Conduit Street, Hanover Square,
London,

HAS the honour to announce to the Ladies of the Presidencies, and of India in general, that she is prepared to supply them with every article of Dress and Millinery, of the first quality, with punctuality, and on the most reasonable terms.

MISS STUART, holding Her Majesty's appointment, and visiting Paris twice every year, trusts she needs no further recommendation.

LONDON, JANUARY, 1845.

G. MUIR,
OF
M A L T A,
COMMISSION AGENT,
UNDERTAKES TO SUPPLY ALL THE
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OVERLAND TO INDIA.

FOUR ESTIMATES OF CLOTHING AND NECESSARIES

MANUFACTURED AND FURNISHED BY

JOHN BESEMERES AND SONS,
WHOLESALE AND RETAIL CLOTHIERS, SHIRT MAKERS, AND OUTFITTERS,

Nos. 61 TO 64, HOUNSDITCH, NEAR THE EAST INDIA HOUSE, LONDON.

*Where the whole of the Clothing is manufactured of the best fashion and finish, and of materials especially adapted to the peculiar requirements of the journey and voyage, as well as to a residence in India. Light Waterpoof Trunks, of the exact dimensions approved by the "Peninsular and Oriental Steam Navigation Company," and very compact Horse-hair Bedding, to *fill* into one of these trunks, or *into a Valise* at pleasure, are largely manufactured by BESEMERES & SONS expressly for the Overland route.*

Officers in the service of the Lion East India Company supplied with their Uniforms and Military Appointments *strictly to regulation*; unceasing care and attention is devoted to this important point. A large stock of Under Clothing is kept in *graduated sizes*, and a great variety of really useful Cabin and Portable Furniture, at reduced and very moderate prices, for the use of Passengers to India by the Cape or long sea route. Estimates of Clothing, and open Lists of Outfit for Writers, Cadets, Assistant-Surgeons, and Passengers to India (and for Emigrants of every class of the Colonies), carefully arranged *to order*, with requisite quantities and prices filled in, sent by post to any part of the Kingdom.

Papers, containing Information from the highest and most impartial Authorities, for the guidance of Travellers to India *via* Egypt, with all the recent improvements and regulations effected by the Peninsular Company, as well as a specification, in detail, of their arrangements now in course of completion, for effecting a quicker, safer, and a more commodious and economical Transit across the Desert, and other valuable details, may be had, free of charge, by applying personally or by letter, at

BESSEMERS AND SONS'

COUNTING HOUSE, No. 62, HOUNSDITCH.

TO FACILITATE THE CALCULATION OF THE COST OF AN OUTFIT WHEN SUPPLIED FROM THIS WAREHOUSE, ANNEXED IS AN

ABSTRACT OF THE FOLLOWING ESTIMATES, SHewing

AT ONE VIEW, THE QUANTITY AND COST OF EACH DIVISION OF NECESSARIES, UNDER
FOUR SCALES OF EXPENDITURE.

Heads of outlay, particulars next pages.	SCALE NO. 1.				SCALE NO. 2.				SCALE NO. 3.				SCALE NO. 4.					
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
CLOTHING, 1 ST DIVISION . . .	51	items	cost	4	16	3	67	items	cost	8	1	2	86	items	cost	15	19	0
DITTO, 2 ND DIVISION . . .	81	ditto	"	2	13	9	90	ditto	"	3	11	0	104	ditto	"	10	6	6
EXTERNAL CLOTHING . . .	25	ditto	"	5	14	0	35	ditto	"	8	12	0	44	ditto	"	12	14	6
REQUISITES	24	ditto	"	7	6	0	24	ditto	"	8	10	4	24	ditto	"	9	16	6
<i>Gross quantities and cost</i>	<i>181</i>	<i>for</i>	<i>.</i>	<i>20</i>	<i>10</i>	<i>0</i>	<i>216</i>	<i>for</i>	<i>.</i>	<i>28</i>	<i>14</i>	<i>6</i>	<i>258</i>	<i>for</i>	<i>.</i>	<i>39</i>	<i>19</i>	<i>6</i>
																<i>283</i>	<i>for</i>	<i>.</i>

ESTIMATE No. 4 for £56 net, describes very superior Clothing and Requisites, and a very ample supply of them.

ESTIMATE No. 3 for £39 net, exhibits an excellent Outfit, of good quality and proper quantities, for the Overland journey.

ESTIMATE No. 2 for £28 net, represents a very useful and economical Outfit.

ESTIMATE No. 1 for £20 net, gives more than a bare allowance in quantity, and the quality, when examined, will recommend itself.

An Outfit inferior to No. 1 can be supplied for £12 net, without reducing the quantities described in that estimate.

JOHN BESEMERES AND SONS,

ABOUT TWENTY-FOUR REQUISITES.

EXTERNAL CLOTHING.

CLOTHING, 1st DIVISION.

Clothing.	ESTIMATE No. 1.
Long cloth shirts, linen fronts & collars .	8 at 3/-
Plain shirts, for night and day use	12 at 2/-
Coloured shirts, <i>optional</i>	at 1/6
Extra linen collars	8 at 6/-
Night caps	6 at 5/-
Black silk cravats	1 at 4/3
White or coloured cravats	at 6/-
Stock with long ends	at 3/-
Thin flannel waistcoats	6 at 2/6
Stout warm ditto	2 at 3/6
Flannel drawers	2 at 2/6
Calico drawers	6 at 1/9
<i>gross quantity of the above named articles</i>	4 doz. and 3
Cotton half hose	20 at 8/-
Merino half hose	6 at 1/-
Silk half hose	at 3/6
Cambric pocket handkerchiefs	20 at 7/-
Silk or lawn ditto	at 1/6
Cotton or thread gloves	9 at 9/-
Leather gloves	at 1/6
Kid gloves	at 2/-
Braces	2 at 1/-
Linen huckaback towels	24 at 7/-
<i>gross quantity now named</i>	11 dozens
White jean jackets	6 at 4/6
White jean trousers	6 at 4/3
White jean waistcoats	6 at 3/6
Fine brown linen trousers	2 at 4/-
Russia duck trousers	2 at 5/-
Drill trousers	at 6/6
Mosketto trousers	at 2/6
India cloth or Camlet trousers	at 7/-
Ditto ditto jackets	at 7/6
Fine linen jackets	at 4/6
Silk jackets, <i>optional</i>	at 10/-
Dark fancy waistcoats	at 3/6
Fine brown linien ditto	at 4/-
Printed quilting ditto	at 3/6
Silk waistcoats	at 8/-
Dressing gowns	at 9/-
Holland blouses	1 at 4/6
Pilot cloth coat	1 at 14/-
Cloak or great coat	at 25/-
Cloth cap and straw hat	1 for
<i>gross quantity of clothing estimated</i>	13 doz. & 1 for
	13 4 0
Requisites.	
Valise, containing horse-hair mattress and pillows, very compact	1 at 34/-
Pairs of sheets	2 at 3/6
Blankets	2 at 3/9
Pillow cases	2 at 9/-
Counterpane	1 at 2/-
Leather dressing case, fitted	at 7/-
Hair, tooth and nail brushes, and combs	<i>value of ditto</i>
Soap, tooth powder, sponge and bag	0 6 0
Looking-glass and slide	1 at 3/-
Clothes bag with padlock	1 at 4/-
Carpet bag	1 at 4/-
Parcel of haberdashery, shoe ribbon, tapes, thread, buttons, &c.	1 at 5/-
Brush case, blacking, brushes, &c.	1 at 14/-
Leather writing case, fitted	1 1/4 inch
Waterproof Overland trunks	2 at 21/-
	Gross Cost
	20 10 0
<i>subject to a discount of 2 1/2 per cent. for cash</i>	10 0 0

Net Cost of an Overland Outfit, Scale No. 1, £ 20 0 0

Nos. 61 to 64 HOUNSDITCH, NEAR THE EAST INDIA HOUSE, LONDON.

ESTIMATE No. 2.			ESTIMATE No. 3.			ESTIMATE No. 4.					
	£	s.	d.	£	s.	d.	£	s.	d.		
at 4/	2	8	0	12 at 4/6	2	14	0	24 at 5/6	6	12	0
at 2/6	1	10	0	12 at 3/	1	16	0	at 3/6	-	-	-
at 2/	-	-	-	at 2/9	-	-	-	at 3/9	-	-	-
at 8/	0	8	0	18 at 9/	0	13	6	24 at 1/	1	4	0
at 6/	0	4	0	12 at 7/	0	7	0	12 at 10/	0	10	0
at 5/	0	10	0	2 at 6/	0	12	0	4 at 6/6	1	6	0
at 1/	-	-	-	at 1/2	-	-	-	at 1/3	-	-	-
at 3/5	0	3	6	4 at 4/	0	16	0	6 at 4/6	1	7	0
at 3/6	1	8	0	10 at 4/6	2	5	0	10 at 5/	2	10	0
at 4/6	0	9	0	2 at 5/	0	10	0	2 at 5/6	0	11	0
at 3/	0	6	0	2 at 4/	0	8	0	2 at 4/6	0	9	0
at 1/10	0	14	8	12 at 2/	1	4	0	12 at 2/6	1	10	0
<i>doz. and 7</i>											
at 9/	0	18	0	7 doz. and 2			8 dozens				
at 1/2	0	7	0	24 at 10/	1	0	0	24 at 1/2	1	8	0
at 4/	0	4	0	6 at 1/8	0	10	0	6 at 1/9	0	10	6
at 8/	0	16	0	2 at 4/6	0	9	0	6 at 5/	1	10	0
at 1/6	-	-	-	24 at 8/	0	16	0	at 1/	-	-	-
at 10/	0	7	6	at 1/8	-	-	-	24 at 2/3	2	14	0
at 1/9	-	-	-	12 at 1/	0	12	0	12 at 1/6	0	18	0
at 2/	-	-	-	6 at 3/6	1	1	0	6 at 3/6	1	1	0
at 1/3	0	2	6	2 at 3/6	0	7	0	2 at 3/6	0	7	0
at 8/	0	16	0	4 at 2/6	0	10	0	4 at 3/6	0	14	0
<i>1 doz. and 1</i>											
3 at 5/	2	0	0	15 doz. and 10			17 dozens				
3 at 4/6	1	7	0	8 at 5/6	2	4	0	12 at 6/6	3	18	0
3 at 4/	1	4	0	6 at 5/6	1	13	0	6 at 6/	1	16	0
3 at 4/	0	8	0	8 at 4/3	1	14	0	12 at 5/	3	0	0
2 at 6/	0	12	0	2 at 4/6	0	9	0	2 at 4/6	0	9	0
at 7/	-	-	-	at 6/	-	-	-	at 7/	-	-	-
2 at 2/6	0	5	0	6 at 8/	2	8	0	6 at 10/	3	0	0
at 7/	-	-	-	4 at 2/6	10	0	0	6 at 2/6	0	15	0
at 7/6	-	-	-	at 7/6	-	-	-	at 8/6	-	-	-
2 at 4/6	0	9	0	at 8/	-	-	-	at 9/6	-	-	-
at 10/	-	-	-	2 at 5/	0	10	0	2 at 6/	0	12	0
at 5/	-	-	-	at 11/	-	-	-	1 at 12/	0	12	0
at 4/	0	8	0	at 6/	-	-	-	at 7/6	-	-	-
at 4/	-	-	-	2 at 4/6	0	9	0	2 at 5/6	0	11	0
at 9/	-	-	-	at 6/	-	-	-	at 7/6	-	-	-
at 10/	0	10	0	at 10/6	-	-	-	at 13/	-	-	-
at 5/	0	5	0	1 at 12/	0	12	0	1 at 15/	0	15	0
at 16/	0	16	0	2 at 6/	0	12	0	2 at 7/6	0	15	0
at 30/	-	-	-	1 at 25/	1	5	0	1 at 31/6	1	11	6
for	0	8	0	at 35/	-	-	-	at 50/	-	-	-
<i>lozens for</i>											
	20	4	2	19 doz. & 6 for	30	3	0	21 doz. & 7 for	44	15	6
at 39/	1	19	0	1 at 41/6	2	4	6	1 at 52/	2	12	0
at 3/9	0	7	6	2 at 5/6	0	11	0	2 at 6/	0	12	0
at 4/6	0	9	0	2 at 4/9	0	9	6	2 at 6/	0	12	0
at 7/9	0	1	6	2 at 10/	0	1	8	2 at 1/	0	2	0
at 2/4	0	2	4	1 at 3/4	0	3	4	1 at 7/6	0	7	6
at 10/	0	10	0	1 at 11/6	0	11	6	1 at 20/	1	0	0
value of ditto	0	7	0	value of ditto	0	12	0	value of ditto	0	15	0
ditto	0	8	0	ditto	0	10	0	ditto	0	12	0
at 4/	0	4	0	1 at 5/	0	5	0	1 at 10/	0	10	0
at 4/6	0	4	6	1 at 4/6	0	4	6	1 at 4/6	0	4	6
at 4/	0	4	0	1 at 5/	0	5	0	at 10/	-	-	-
at 5/	0	5	0	1 at 5/	0	5	0	1 at 5/	0	5	0
at 16/	0	16	0	1 at 20/	1	0	0	1 at 20/	1	0	0
1 1/ inch	0	10	6	1 1/4 inch	0	11	6	1 1/4 inch	0	18	0
at 21/	2	2	0	2 at 21/	2	2	0	3 at 21/	3	3	0
Gross Cost	28	14	6	Gross Cost	39	19	6	Gross Cost	57	8	6
Discount		14	6	Discount	19	6		Discount	1	8	6
No. 2, £	28	0	0	Scale No. 3, £	39	0	0	Scale No. 4, £	56	0	0

H. AND T. PEAT,
Saddlers, Harness Makers, etc.,
No. 167, PICCADILLY, LONDON,

AVAIL themselves of the present opportunity gratefully to acknowledge the patronage which they have received for so many years from their numerous connexions in India, and to solicit a continuance of that preference which it has ever been their endeavour to deserve. At the same time they beg to state, that from their very severe losses, they are compelled to decline the execution of any orders, unless accompanied by an order for payment (when shipped) upon some agent or mercantile house in London.

The subjoined list of prices will enable those gentlemen who may kindly favour H. and T. P. by their commands, to estimate the positive cost of the articles required, as well as the packages, shipping expenses, &c. It is also necessary that the name of an agent at the presidency should be given, to whom the goods are to be consigned, as the utmost despatch will be used in the shipments from London.

H. and T. Peat feel bound, in justice to themselves, to make it known that large quantities of saddlery, &c., bearing their name and address, which are not of their make, are sent out to India and elsewhere, by other parties, and are of very inferior qualities. Gentlemen should, therefore, send their orders direct to H. and T. P., to ensure articles of their manufacture.

All military orders, whether Cavalry, Infantry, Staff, Artillery, or Engineer, will be executed according to the latest regulation, and a discount of five per cent. allowed from the annexed charges for cash payment.

H. and T. P. beg to recommend for durability, their 10, 11, and 12lb. saddles, in preference to the lighter ones of 7, 8, and 9lbs., at present so much in demand for India, and likewise to observe, that in all cases where the goods are not insured, H. and T. P. cannot be accountable for any damage they may receive after shipment.

LADIES' SADDLES, BRIDLES, &c.

	£ s. d.
Lady's saddle, with slipper, leather, crupper, and girths, complete	8 8 0
If with third crutch, or leaping head, (extra)	1 1 0
Lady's saddle, quilted all over, with slipper, leather, crupper, and girths, complete	10 10 0
Lady's saddle, to ride either side, complete	9 19 6
If with third crutch or leaping head, (extra)	1 1 0
Brown leather cover for Lady's saddle	1 1 0
Young Lady's pitch saddle, with moveable heads, girths, and clog, complete	4 4 0
Spanish, or Donkey chair saddle, for Invalids or children, with girths complete, from £5 5 0 to	6 16 6
Lady's flat double bridle, covered buckles, noseband, and fancy cheek bit, complete	1 18 0
Lady's flat French martingale, to attach to noseband of bridle	0 9 6
Lady's round black or brown double bridle, with covered buckles, noseband, and fancy cheek bit complete	2 16 0
Lady's round black or brown French martingale, to attach to noseband of bridle	0 12 6
Lady's fancy rosette bridle, with noseband plating, cross face-piece, and steel bits, complete	2 15 0
Set of flat double heads and reins for Lady, to buckle on	1 1 0
Set of round black or brown double heads and reins to buckle on	1 16 0
Lady's white cloth saddle-cloth	0 12 6
Lady's spare white web riding reins, each	0 6 6

GENTLEMEN'S SADDLES, BRIDLES, &c.

Gentlemen's hogskin hunting saddle (any weight), with girths, leathers, and stirrup irons, complete	5 15 6
Gentlemen's quilted-all over Somerset saddle, with girths, leathers, and stirrup irons, complete	7 17 6
Brown leather cover for gentleman's saddle	0 18 6
Brown leather cover for Somerset saddle	1 1 0
Gentleman's bit and bridoon bridle, to buckle on, buckles covered, and nose band, complete	1 18 0
Gentleman's bit and bridoon bridle, sewn on	1 16 0
Headstall martingale	0 14 6
Running martingale	0 12 6

	£ s. d.
Round Running Martingale	0 14 6
Flat French martingale, to attach to noseband of bridle	0 9 6
Snaffle bridle (twisted or plain) to buckle on with covered buckle complete	1 1 0
Pelham bridle, with covered buckles and noseband, complete	1 12 0
Chifney double bridle, to buckle on, with covered buckles and noseband, complete	2 5 0
Hanoverian or Bentinck bridle to buckle on, with covered buckles and noseband complete	2 2 0
Single-rein hard and sharp bridle, to buckle on, with covered buckles and noseband, complete	1 20 0
Set of double heads and reins, for gentlemen, to buckle on	1 1 0
Snaffle head and rein	0 12 0
Pelham head, and two reins to buckle on	0 16 6
Hard and sharp head, and rein to buckle on	0 12 0
Stuffed hunting breastplate	0 18 6
Short running martingale, to buckle into ditto	0 6 6
Young gentleman's saddle, with girths, leathers, and stirrup irons, complete	4 14 6
Young gentleman's pitch saddle, with girths and clogs, complete	3 13 6

EXERCISE AND RACING SADDLES, &c.

Exercise saddle (5, 6, 7, and 8 lbs. weight) with girths, leathers, and stirrup irons, complete	5 15 6
White linen, woollen, or leather surcingle	0 7 6
Race saddle (any coloured facings and weight) with surcingle, girth, leathers, and stirrup irons, complete	4 14 6
Race double bridle, besp steel bit sewn on	1 16 0
Race snaffle bridle, bit sewn on, complete	0 18 6
Spare rein to buckle on	0 6 0
Race running martingale, with covered rings, complete	0 12 6
Race saddle cloth (any colour)	0 10 0

INFANTRY MOUNTED OR STAFF OFFICER.

Saddle, with loops complete	5 15 6
11 metal cantle to do	0 10 0
Pair of holsters, and patent leather frounce	2 4 0
Regulation bridle with gilt bosses	3 3 0
Breastplate and crupper	0 14 6
White field collar	0 10 0
Infantry saddle cloth, edged gold lace	4 10 0
Staff saddle cloth, edged gold lace	6 6 0

HARNESS, &c.		£ s. d.	£ s. d.		
Set of best buggy harness, brass, or covered furniture, with breeches or kicking-strap, bits, &c., complete	-	12 0 0	Middle size water brushes	-	do. 0 5 6
Silver plated furniture, extra	-	1 1 0	Large water brushes	-	do. 0 6 6
If double buckles to harness, extra	-	2 10 0	Three row spoke brushes	-	do. 0 4 6
Round black or brown safety-rein, extra	-	1 1 0	Four row do.	-	do. 0 5 6
Pair of brass bosses to bit, extra, from per pair, 12s. 6d. to	-	1 5 0	Oil brushes	-	do. 0 3 0
Crests	-	each 0 3 6	Blacking brushes	-	per set 0 10 6
Coronets	-	do. 0 3 6	Inside or lining brushes	-	each 0 5 6
Arms	-	do. 0 6 6	Ornament or crest brushes	-	do. 0 2 6
Arms and crests united	-	do. 0 10 6	Compo brushes	-	do. 0 3 0
Pair of gig reins, flat	-	0 14 6	Dirt brushes	-	do. 0 2 6
Buggy pad-cloths	-	0 16 6	Bristle brushes	-	do. 0 4 6
Silk buggy rosettes, per pair	-	0 12 6	Bit brushes	-	do. 0 1 6
Whalebone ditto ditto	-	0 12 6	Root-top brushes	-	do. 0 2 6
Set of tandem harness, with crests, complete	25	0 0	Servants' shoe-brush case, with bottles, brushes, &c.	-	2 15 0
Pair of ends to lengthen traces for sleighing in Canada	-	1 10 0	BITS, &c.		
Extra long handpart, to buckle on for sleighing	-	0 12 0	Plain riding	-	bit and curb 0 16 6
Sleigh-bells, to buckle on to bridle, per set for one horse	-	0 14 0	Hanoverian or Bentinck	-	do. 1 1 0
Set of curricles harness, brass or covered furniture, with bar and rollers, complete	27	0 0	Chilney	-	do. 1 1 0
Set of carriage or phæton harness, with brass or covered furniture, complete	30	0 0	Segundo	-	do. 1 1 0
If silver plated furniture, extra	-	2 2 0	Pelham	-	do. 0 14 6
If all-over plated silver hames, extra	-	5 5 0	Mameluke	-	do. 1 5 0
If double buckles to harness, extra	-	5 5 0	Plain or Twisted Snaffle bits, each, from	0 8 6	to 0 12 6
Spare round black or brown carriage driving-reins	-	2 12 6	Persian Snaffle bits	-	each 0 12 6
If round reins instead of flat are required with harness, extra	-	1 1 0	Plain or Twisted Bradshaws	-	do. 0 4 6
Tug ornaments, extra, from per pair 16s. 6d. to	-	1 10 0	SPURS, &c.		
Pad-cloths, for carriage or phæton harness, from per pair, 11. 1s. to	-	3 3 0	Best plated hunting spurs and leathers,		per pair 0 18 6
Pair of flat carriage driving reins	-	1 8 0	Steel ditto	-	do. 0 12 6
Four horse harness, with bits, breeches, martingales, collars, reins, &c., complete, from 55s. upwards	-	0 14 6	Silver or brass plated postillion spurs and leathers	-	do. 0 16 6
Postillion saddle, with girth, leathers, and irons, complete	-	4 4 0	Plated racing spurs and leathers	-	do. 0 18 6
black harness crupper to ditto	-	0 12 6	Brass and steel military heel spurs	-	do. 0 12 0
hand, side, riding and leading reins	-	1 2 0	Patent spur boxes	-	do. 0 7 0
whip (see whips)	-	0 18 6	Ladies' spurs, plated, steel or japanned,		each 0 10 6
spurs and leathers (see spurs)	-	0 18 6	WHIPS.		
boot	-	0 18 6	Ladies' riding whips, with gold silver, or plain mountings, from 0 8 6 upwards.		
Silk carriage or phæton rosettes, per pair	-	0 14 6	Gentlemen's riding whips, ditto		
Whalebone ditto ditto ditto	-	0 14 6	ditto	-	from 0 10 6 do.
Coupling rings, brass, plated, covered, or ivory	-	0 5 6	Hunting whips, gut and cane, with buck-hock and brass or bronze hammers	-	from 0 12 6 do.
Grained patent leather night hood	-	2 12 6	Buggy whips, with gold, silver, or plain mountings, from 0 12 6 do.		
Ditto, ditto, loin-cover	-	2 12 6	Carriage or Phæton ditto, from 0 12 6 do.		
Macintosh, India rubber night hood	-	1 5 0	Tandem ditto ditto	-	from 0 18 6 do.
Ditto, ditto, loin-cover	-	1 14 0	Four horse ditto ditto	-	from 0 18 6 do.
Foot-rugs, of various colours, for buggy, phæton, and carriages, from 7s. 6d. each to 1 10 0			Postillion ditto, silver or brass mountings	-	from 0 12 6 do.
HORSE CLOTHING, &c.			Dog whips	-	from 0 6 6 do.
Best Kersey horse clothing, with quarter-cloth, breast cloth, pad cloth, roller, hood, lettered, complete, per suit	-	4 14 6	MISCELLANEOUS.		
Ditto, ditto, without hood, do.	-	3 13 0	Stable collar headstalls, each	-	0 9 6
White linen horse-clothing, with quarter-cloth, breast-cloth, linen roller, hood, and lettered, complete, per suit	-	3 0 0	Stable collar headstalls, with double throatlashes to prevent horses getting loose in the stable, each	-	0 12 6
Ditto, ditto, without hood, per suit	-	2 5 0	Chain or leather reins for do.	-	0 3 6
White linen sheet, bound blue or scarlet	0 18 6		Watering bridles with polished stops, each	-	0 13 6
Blaaket horse clothing, with hood, as above, complete, per suit	-	3 3 0	Dressing-muzzle, lined with lin, with throatlash and front,	-	1 1 0
Ditto, ditto, without hood, per suit	-	2 5 0	Solid leather dressing muzzles	-	1 1 0
Embroidered letters extra each	-	0 5 6	Steel stallion bars and chains	-	0 16 6
Embroidered coronets ditto	-	0 5 6	Stallion leading reins and chains	-	0 12 6
Embroidered crests ditto	-	0 6 6	Cavisons and lounging reins, for breaking young horses	-	1 5 0
Fawn and chocolate-colour horse blankets, each	-	0 18 6	Breaking snaffle bridles for do.	-	1 1 0
Larger, ditto, ditto, each	-	1 1 0	Dumb jockeys, complete	-	3 3 0
If bound round to prevent tearing, extra each	-	0 4 0	Pular reins, per pair	-	0 5 0
Body rollers separately, according to the width, each, 10s. 6d., 12s. 6d., and	-	0 14 6	Rack chains do.	-	0 5 0
Pair of knee caps	-	0 7 6	Sponges, from 4s. 6d. each to	-	1 1 0
BRUSHES, &c.			Chamois skins do.	-	0 3 0
Horse brushes	-	each 0 7 6	Linen rubbers do.	-	0 3 6
Small water brushes	-	do. 0 4 6	Woolien do.	-	0 3 6
			Woolien loin cloths for stable, bound do.	-	0 8 6
			Linen mane hoods do.	-	0 5 6
			Linen bandages, per set of four do.	-	0 5 6
			Woolien do.	-	0 6 6
			Steel horse scrapers, do.	-	0 3 6
			Singing irons, from 10s. 6d. each to do.	-	1 1 0
			Patent spring pliennes do.	-	1 1 0
			Steel mane drags, from 7s. 6d. each to do.	-	0 12 6
			Curry combs do.	-	0 2 0
			Bone mane combs do.	-	0 1 0
			Iron ditto do.	-	0 1 0
			Bone trimming combs do.	-	0 1 0

		£	s.	d.		£	s.	d.		
Steel trimming combs	each	-	0	1	6	Steel spring stirrup irons, per pair	-	1	1	0
Clipping shears	do.	-	0	12	6	Chin straps each	-	0	2	0
Tail scissors	do.	-	0	7	6	Hogskin hunting case, lined with tin, to carry cigars, wine, and sandwich, each	-	0	14	6
Trimming do.	do.	-	0	4	6	Tin cases, to fit infantry holster, for the same purpose, each	-	0	10	6
Bent trimming do.	do.	-	0	5	6	Greyhound slips	-	1	5	0
Steel pickers	do.	-	0	1	6	Spring dog couples	-	0	4	6
Tin oil cans	do.	-	0	1	0	Tinned dog couples and straps	-	0	4	6
Do. kettles	do.	-	0	1	0	Leather dog collars with brass buckles, D's and plates, from 2s. 6d. each to	-	0	12	6
Gambadoes, with feet to protect the trowsers from dirt in riding, per pair	-	2	2	0	Steel dog chains	-	0	6	6	
Gambadoes, without feet, per pair	-	1	10	0	Tinned dog chains with spring hooks, do.	-	0	3	6	
Patent leather Autograpelos, do. from 2l. 2s. to	-	4	4	0	Spare curb chain and spring hooks	-	0	4	6	
Servants' coat belts, each	-	0	10	6	Stirrup irons	-	0	8	6	
Plain leather covers and straps for Macintosh cloaks, to attach to front of saddle, each	-	0	7	6	Stirrup leathers	-	0	9	6	
Best do. lined with oilskin and linen pockets, each	-	0	14	6	Girths, (white, blue, chocolate or fawn colour)	-	0	6	6	
Patent saddle cloths (white or blue) to prevent the saddle shifting, each	-	0	14	6	York girths, each	-	0	10	6	
Hind and fore quarter carriage horse nets, together	-	1	12	0	Young gentlemen's clogs	-	0	7	6	
Do. do. for buggy or saddle horse, do.	-	1	10	0	Steel hussar irons	-	0	10	6	
Net face pieces, with ears attached, each	-	0	10	6	Bras do.	-	0	10	6	
Net ear caps for do. per pair	-	0	4	6	Hussar stirrup leathers	-	0	12	6	
Velvet bunting caps, each	-	1	10	0	Coat straps	-	0	2	6	
Black or brown leather letter bags, each	-	1	5	0	Small leather valise, with pad straps and crupper, to fasten behind saddle	-	2	5	0	
Do. do. ball do. each	-	2	2	0	Waterdeck and surcingle	-	1	12	0	
Shoulder game bags, each	-	0	16	6	Leather holster wallets, with surcingle to fasten on the front of saddle, for carrying change of linen, pistols, &c.	-	2	5	0	
Game bags, to lay over saddle, per pair	-	5	15	6	Leather travelling collar, and rein to answer for riding bridle	-	0	13	6	
Saddle bags, lined oilskin, complete, do.	-	4	14	6	Leather riding rein for do. with steel stop	-	0	7	6	
Large wallet bags, complete, per pair 5l. 5s. od. to	-	6	6	Packing cases, each, from 7s. 6d. to 10s. 6d. to	-	1	0	0		
Copper or brass hunting horns each	-	0	12	6	If lined with tin or zinc, each, (extra)	-	1	0	0	
Solid silver do., each	-	5	5	from 10s. 6d. to	-	1	0	0		
Leather cases for do., to attach to side of saddle, each	-	0	7	** The Shipping Expenses and Insurance upon packages containing one saddle and its appointments, 1l. 15s. ; Lady's ditto, 2l. 2s. ; and for every additional saddle, 15s. extra.						
Carbine bucket and strap together	-	0	5	6						
Travelling horse shoe to buckle on hoof, each	-	0	14	6						
India rubber and other cutting boots, of all kinds for horses, from 2s. 6d. to	-	1	1	0						

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HIGH STREET, SOUTHAMPTON,

UNDER THE PATRONAGE OF

THE PENINSULAR AND ORIENTAL COMPANY.

Passengers to India *via* Egypt, will find this Hotel particularly convenient, being contiguous to the Docks and Railway Terminus.

HENRY BRETT, anxious to ensure the comfort of his Patrons, begs respectfully to suggest that their orders to secure Apartments would be advisable, and will at all times meet his best attention.

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JAN. 1, 1845.

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(Formerly kept by the late Mrs. DAY),

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*To Gentlemen in the Civil, Military, or Naval departments
of the Honourable East India Company's Services.*

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REGIMENTAL TAILOR, &c.

FINDING that his Indian connexion has in the last few years considerably increased, has resolved, for the convenience of his Friends, to add to the Tailoring, all the other Branches of an Outfitting Business; and he begs to inform Military and Naval Officers, Civilians, Cadets, and Assistant-Surgeons proceeding to India, that he undertakes to supply them with every requisite both for the Voyage and for their use upon arrival at their destination.

It will be the study of J. S. to supply such articles and such only as will be found necessary and useful to each party in the position they are destined to occupy; and while he pledges himself to pay due regard to economy in the execution of every order intrusted to him, he would freely express his opinion that it is more needful that every thing of the best description should be supplied for an Outfit than for home wear, inasmuch as the difficulties of obtaining a fresh supply in India are much greater than they are here.

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J. S. has inserted below a Copy of a Circular issued by him in 1843, under the Sanction of the Clothing Board for Her Majesty's Army; and he would only add that

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A COMPLETE SUIT,
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SPURIOUS IMITATIONS,

Extremely like in appearance, but really possessing no one quality of the Meerschaum.

In order to prevent as much as possible the deceptions thus practised, J. I. and Co. beg to acquaint their patrons that all Meerschaum Pipes sold by them are warranted of the finest quality, and quite

FREE FROM ADULTERATION.

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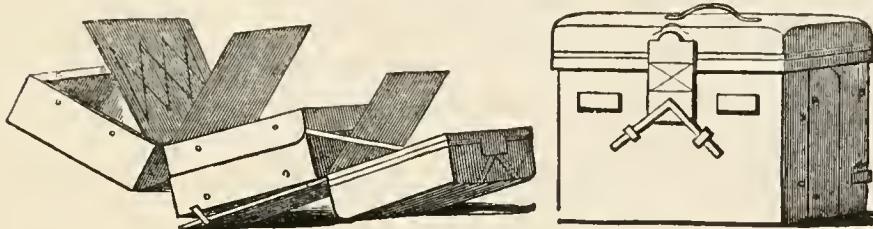
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This valuable Patent has now stood the most severe tests during a period of upwards of Six Years, and is applicable to all purposes for which Wrought Iron, Tin Plates, Lead, Zinc, Copper, Wood Shingles, and Slate, have been hitherto adopted.

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The Manufacturers solicit the attention of Architects, Builders, Surveyors, and the public, to the many advantages which these sheets possess over Zinc or other metallic coverings. The material, with the strength and lightness of Tin Plates, is not liable to be rent by expansion or contraction, caused by sudden changes of temperature, which objection applies to both Zinc and Lead; nor to melt and run down as those metals do in cases of fire; neither is it, like Zinc, liable to combustion; it is, therefore, admirably adapted for Roofing, and general purposes, in any climate, but more particularly where there is great variation of the temperature; and, as such, is a matter of importance to all persons interested in our colonial possessions.

As regards the comparative expense of this and other metallic coverings, it will be found that the same strength does not cost more than two-thirds that of Zinc, which is the cheapest metallic roofing (as regards first cost) at present in use; and that, in consequence of the continued repairs required to keep Lead or Zinc Roofing in order, this would, from its durability, be cheaper than either, even if the first cost were much greater.

The material being strong, and at the same time exceedingly light, and the sheets being fastened together, tend to strengthen the building instead of requiring any support themselves: it is scarcely necessary to add, that the timbering required is only of the very slightest description.

The Galvanized Sheets may be had of various sizes, from 14 inches by 10 inches, to 7 feet by 30 inches. The laying of the Sheets costs about the same as other metallic coverings, so that roofing of this description is cheaper than any other, by the difference in the cost of the metal and the timber.

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TO THE ARMY OF INDIA.

MARDER'S WATERPROOF JET.

WE have reason to believe, from communications received from India, that some difficulties have arisen from neglect of the Instructions concerning the application of this article: we accordingly give them as follow—impressing on the Army that they cannot be too implicitly obeyed.

IN CLEANING POUCHIES THE FOLLOWING RULES MUST BE STRICTLY ATTENDED TO:—

I.—The heel-ball, or blacking, to be clean rubbed off, and the surface of the leather made as smooth as possible by rubbing it with pumice-stone, and, afterwards, with glass-paper. Everything depends on this part of the operation being properly performed, as the pouch will never look well unless the surface of the flap is made exceedingly smooth before it is applied.

II.—The Jet is then to be laid on with a piece of soft sponge, in very thin coats, one after another, as fast as it gets dry; this to be continued till the Pouch looks well.

III.—If, after repeated coatings, and from the heel-ball, blacking, or grease not having been properly removed, it does not carry a good polish, it must be rubbed off again with pumice stone, and the leather smoothed down:—the coating to commence as before.

IV.—When once in good order, an occasional thin coat will suffice. The common mistake is the laying on too much of the Jet, thus not only spoiling the general appearance of the Pouches as well as causing waste of material, but also rendering them liable to crack.

V.—The sponges must be perfectly clean and dry, and it is very important to shake the Jet well together before using, and to keep the tin or bottle closely corked.

VI.—If, when the Pouch gets dry, it is found that grit or dirt of any kind has been left in the sponge, and that it is rough in consequence, it will be sufficient to pass the glass-paper over the surface of the leather to remove the inequalities, and then a thin coat of the varnish will restore a perfect polish to the Flap.

VII.—Previously to, and after applying the Jet (it being so very susceptible of damp), and in order to obtain a superior and more lasting polish, the Pouch should be placed in the sun, or at a distance from the fire, that it may get thoroughly aired. If these directions are strictly attended to—for they apply equally to all MILITARY ACCOUTREMENTS, and, so far as they are practicable, to HARNESS and LEATHER WORK generally—a polish to surpass in appearance "Patent Leather" may be obtained; which last-named, if defaced, can be renovated by smoothing it down with glass-paper, and applying the Jet as directed.

VIII.—The sponge should be kept from the air, to prevent its becoming hard, and if tins are used, it can be placed over the cork inside, or be kept in a small tin box.

The Authorities at the Horse Guards, after a careful examination of returns made from many Regiments, calculated the expense (after the pouch is once in order) at three-halfpence per week per man. The first cost of getting the pouch in order is also much less than the old heel-ball process.

*** It cannot be too strongly impressed, that the addition of the smallest portion of Water or Spirit will destroy the quality of the Jet, and produce a Milky appearance on the Leather.

That the difficulty of application cannot be great, is evident from the fact that Marder's Jet is now used by 75,000 of the Queen's Troops, including the Guards, in fact by nearly all who have ever seen it. The superiority of its appearance is so manifest, that we believe, in every case where Regiments adopting it have been brigaded with those still using heel-ball, the old practice has been discontinued.

The Certificate, printed in the June number of this Journal state fully the properties of this liquid, and emanating as they do from high authority, it will be superfluous for us to enlarge upon the subject.

Under an arrangement with the Proprietor, we have secured to ourselves the exclusive supply for India, by which means the Army will be certain of receiving through us the genuine article, in place of a deleterious compound with which it has to contend. We shall confine ourselves to direct orders for supply. Any, therefore, purchased at third hands, or in the Bazaars, will not be MARDER'S WATERPROOF JET.

Sample cases may be obtained from Mr. John T. Bell, Bombay; Messrs. Franck and Co. Madras; Messrs. Carr Tagore, and Co., Calcutta; price 110 Rupees each case, containing

Four One-Gallon Cans of Jet.

Two Qua^rt^t Pewter Bottles, with screw stopper.

One Hundred Two-Ounce Tins, with Corks and Sponges, and full directions for its use.

The Cans are and will always be sealed with the Proprietor's seal, the outer cases with that of JAMES BARBER AND CO.

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One Hundred Two-ounce cans.

One Hundred Sponges.

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As from an early period in the ensuing year (1845) there will be two arrivals from India in each month, instead of one, as heretofore, it is proposed, with reference to this extension, to publish *two* numbers of ALLEN'S INDIAN MAIL in each month, (one on the arrival of each overland mail,) thus adhering to the principle on which the Journal was established, of affording to its subscribers the earliest information possible.

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